

CORRUPTIONS CAUSE IS FOUND

Government Expert Studies High Deterioration; "Kickback" Is Blamed.

PORTLAND, Ore. (Special).—Corruptions "the hubbub of gravel roads" have been long the subject of discussion and investigation says J. L. Thayer, construction engineer of Lincoln county in the Highway department. "Gravel roads" throughout the country, which have good grades, good alignment and good drainage, are often corrupted so badly that it is impossible to travel them comfortably, says Mr. Thayer. "Keeping these corrutions out of gravel roads is the big problem in their maintenance."

Some engineers aver that the cause of corrutions is the misuse of motor vehicles. This idea might seem reasonable if all the various cars that use the roads had motors of the same horsepower time interval, and if the distance between corrutions was the same as that the car travels in this time interval.

"Mr. Ladd of the United States bureau of public roads says the cause of corrution is the use of motor vehicles. The kick back of surface material arising from the spind of the rear wheels of automobiles as they descend after bounce over some obstacle or depression."

"The impact of both the front and rear wheels of automobiles."

"One Hole Makes Another."

"Investigation will demonstrate the soundness of this explanation. Can this rut be all that is necessary to start the action. The wheels, in order to get out of the rut, must ascend a little bump. In doing this the friction of the wheel against the surface kicks the binder, or other loose material, out backward, thus making the rut deeper. In ascending momentum enough to climb the hill or bump, ascending momentum is gained to take the wheel off the ground for an instant if the car is traveling rapidly. When the wheel again hits the earth the impact causes a slight depression which becomes the rut, and as this operation is made, loose material is again kicked backward."

"The action thus described repeated again and again, results in a series of ever-deepening ruts, forming the corruted road surface. As stated in the government report, the front wheels by impact have a tendency to deep on these ruts."

"By watching a car traveling at a fair rate of speed, say 25 or 30 miles an hour, on a corruted road surface, it is easy to see the binder being thrown out from under the rear wheels. And by looking at the wheels observe just as plainly that at every bump the rear wheels have the ground."

Shave Bumps in Spruce.

"As soon as the frost is out of the surface of the road in the spring of the year, the corrutions should be shaved off by the use of a heavy grader and tractor, or broken up by the use of a scarifier. If a scarifier is used, it must be especially built for the purpose, must have a long wheel base, teeth set close together and the member carrying the teeth must be controlled by fine adjustments. With a heavy grader (three to five tons) pulled by plenty of power, the corrutions usually can be cut off to any necessary depth. The materials thus broken loose by the scarifier or shaved off by the heavy grader, will add to the loose material with which every gravel road should be covered."

"On the ideal gravel road there will be provided a layer of loose, fine material, a mulch about three-fourths of an inch to one inch in thickness, which serves as a cushion for travel. The chief summer maintenance work consists in keeping this mulch spread evenly over the surface of the road. This is accomplished by brushing back and forth across

OUTBURSTS OF EVERETT TRUE

AND SAY, EVERETT, YOU CERTAINLY MISSED A WONDERFUL TIME. LESS THAN A MILE AWAY WAS A WONDERFUL FISHING PLACE. WE CAUGHT SOME WONDERFUL TROUT, AND WHAT WONDERFUL FLAVOR! AND THERE WAS A WONDERFUL AMOUNT OF



the road with a blade machine, the final material which constantly becomes thrown out by travel. When the cushion is in place it acts as the lubricant separating the wheel from the base of the road, with the result that the minute particles filled with fine material do not develop into large chuckholes."

Roads and Trails in Alaska Require Heavy Expenditures

JENKINS, Alaska (AP).—More than \$10,000,000 will be required by the Alaska road commission for roads and trails in the territory, with an annual maintenance charge of \$700,000 after they are completed, according to Colonel James G. Steese, president of the commission.

The commission has jurisdiction over 9,624 miles of thoroughfares. The first division includes 447 miles of wagon road and a half mile of trail. There are 201 miles of highway in the second division, 3,941 miles of trails, 21 miles of hohsted road and 87 miles of tramway. The third division has 458 miles of wagon

MAXWELL CLUB SEDAN TOUTED

Seldom, if ever, has a motor car in its first year of production achieved the popularity of the Maxwell club sedan. Since its introduction into the Maxwell line of models last October the percentage of club sedan production to total production has steadily risen and now represents an extremely high figure, the car having become one

of the largest selling closed models in the industry.

The club sedan is of unusual construction, because of which it makes an ideal type utility vehicle. The bridge type construction or body framing produces unusual strength without adding undue weight. It will withstand more hard knocks than most touring cars, manufacturers claim.

The same design that has produced road trucks has likewise given practical answer to the particular business or social needs of its owners, points out Chase Bohnenkamp, Maxwell-Chrysler dealer. Its doors are extremely wide. The seating arrangement is convenient and the seats are comfortable. A lone passenger may easily leave the car without disturbing those in

OREGON ROADS MORE COSTLY

OLYMPIA, Wash. (Special).—The state highway committee, the forward compartment. The rear compartment provides generous baggage space capable of receiving large, bulky objects—even a trunk or baby carriage—because the doorway is so wide and the seats in front tip forward to clear the entrance entirely.

Using the club sedan, salesmen can travel with all their sample cases; commission merchants can carry their produce; the neighborhood tailor can deliver clothes; campers not only enjoy comfortable transportation but by a few simple changes of cushions and back seats have a snug warm bed and shelter for the night without hotel expense.

Average of more than 24 miles per gallon of gasoline and negligible upkeep and repair costs have been reported to the factory by hundreds of club sedan owners, says Mr. Bohnenkamp. Tire mileage, as with other Maxwell models, should be extremely high because of the well balanced construction.

comprising Governor Hart, Treasurer "Theobald" and "Duff" Chapman. Issued a statement in reply to the recent statement of an engineer of the Oregon state highway, which has been quoted by some of the candidates for governor, to the effect that the Oregon roads were built more economically than those of Washington. The committee quotes four figures compiled by the United States bureau of public roads as follows:

From 1917 to 1923 Washington's roads were paved with concrete to an average thickness of 6 3/4 inches and width of 29 feet at an average cost of \$25,251.23 per mile. Oregon's roads for the same period were paved with bituminous pavement averaging a thickness of 5 inches—average width of 16 feet, at a cost of \$27,657.74 per mile.

Washington has a 2-cent gas tax. Oregon's roads are paid for out of bonds outstanding. Oregon has a \$42,000,000 bond issue outstanding.

English Racquetists Win.

EAST BOTTINE, Eng. (AP).—The Oxford-Cambridge lawn tennis team defeated the Harvard-Yale team, 15 matches to 6, in the annual meeting of the British and American universities, concluded here Monday.

NOTICE IS HEREBY GIVEN, That pursuant to an Act of the Legislative Assembly of the State of Oregon, approved February 25, 1924, the following county warrants, which were issued more than seven years prior to the 1st day of July, 1924, and which have not been paid, will be paid by the County Treasurer if presented for payment within sixty days from July 1st, 1924; and if said warrants, or any of them, are not so presented for payment within sixty days from July 1st, 1924, they will be cancelled by the County Court and payment thereof will be thereafter refused.

Date Issued	Number	Favor of	Amount
July 5, 1916	1752	C. A. McFarley	\$ 2.50
July 5, 1916	1837	C. A. Joiner	1.70
July 5, 1916	1946	Bertha Maxwell	10.00
Sept. 8, 1916	2228	Ella Morgan	1.70
Oct. 4, 1916	2414	John Shirley	1.70
Nov. 1, 1916	2615	H. D. McDonald	15.60
Dec. 6, 1916	3197	Ella Brill	2.20
Jan. 3, 1917	743	Ella McLaren	22.50
March 7, 1917	697	Forstrom-Pficher Co.	3.15
May 2, 1917	991	L. Doehelberg	1.70
June 6, 1917	1418	Gen. F. Ferguson	6.00
June 6, 1917	1622	Wm. Evans	2.00
June 6, 1917	1744	H. B. Burnett	6.00
ROAD FUND			
July 5, 1916	548	Sam Morris	12.50
Aug. 2, 1916	1003	John Mars	1.00
Oct. 4, 1916	1185	Grande Honda Lbr. Co.	2.10
Dec. 6, 1916	1444	Sam Morris	5.30

Witness my hand and seal of the said Court this 28th day of July, 1924.

C. K. MCCORMICK,
County Clerk.

BETTER YOUR BATTERY by having it recharged or repaired. As the case may be, better have it done occasionally, anyhow, by an expert who is a practical mechanic and will do the work conscientiously and well. A battery that is erratic in its functioning is never to be depended on.

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6 Room house, sleeping porch, woodshed, collar, chicken house, with electric lights in house and chicken house. Located in beautiful city close to the school house. Good garden. Price \$1300. Liberal payment down and balance \$25 per month.

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IT is with justifiable pride that we announce to the people of La Grande and Eastern Oregon that our new Chapel, located on the corner of Fourth street and Pennsylvania avenue is now open and that our modern equipment and furnishings are all in place ready to serve this community with what we sincerely believe to be the best of everything in the undertaking line, that can be bought.

We deeply appreciate the business we have had in our old location and we realize that to keep abreast with the needs of this growing city and to merit the continued business we must give to the people of La Grande the best that is in us. This we have endeavored to do and we now open for your inspection the New Chapel, together with new equipment, including everything complete, and invite the general public to inspect our institution.

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