

WILL DISCUSS ROAD SYSTEM

Plan for 50,000 Miles of Federal Highways to Be Taken Up at Good Roads Convention.

WASHINGTON, D. C. (Special)—The perfection of a national highway system embracing 50,000 miles of improved roads and connecting all the states and the larger cities, preliminary steps toward which were taken at a recent conference of federal and state highway officials in Washington, will be one of the matters fully discussed at the convention and machinery exposition of the American Road Builders' association to be held in Chicago, January 11-15, next.

On account of the great number of federal, state, county, township and city highway officials, engineers, contractors and machinery and material men attending the convention, President J. W. H. Connell of the American Road Builders' association, has divided the program of the convention into two divisions, one especially attractive to engineers and highway officials, and the other to contractors and machinery and material manufac-

turers and dealers. Frank Sheeta, state highway engineer of Illinois, and treasurer of the American Association of State Highway Officials, is in charge of program for highway engineers and officials and S. H. Williams, vice president of an automobile sales and service company, is in charge of the contractors' program.

Civic organizations as well as individual highway interests are urging state and county highway engineers and commissioners as well as city and town officials to attend the Chicago convention and show in order that they may study the latest developments in road construction and maintenance, observe the machinery and equipment in actual operation and learn to apply the most advanced methods in the solution of their local problems. In recent years, highway expenditures in the United States have amounted to more than one billion dollars. The highway industry has become the third greatest in the nation. How completely the highway industry affects the lives of all people will be brought out during "Good Roads Week" beginning January 11, 1926, to be celebrated throughout the country in conjunction with the American Road Builders' association and its convention and exposition.

The annual road builders' banquet, which will be attended by some of the most noted road builders of this and other countries, will be held Wednesday evening, January 13, at 7 o'clock in the Gold Room at the Congress hotel. Invitations to participate in the banquet program have been extended to several men prominent in the national government. This banquet affords an occasion, during the convention for highway engineers and officials from all over the country to assemble for entertainment and a general good time.

Formerly "Big Red Automobile" We have been following handily stories ever since the horseless carriage, and we have yet to read about a material thief who did not escape in a "high powered car."—South Bend Tribune.

RADIATOR WORK FENDER WORK BODY WORK W. E. CORUM 1301 Jefferson Ave.

Used Nash Touring Good mechanical condition. Price \$375.00 Perkins Motor Co. Phone M-500. Cor. 4th and Adams

"everlastingly fine performance!"

"Of the thousands of cars that drive these roads every year, the Willys-Knight is the only one that I have never seen with mechanical troubles."—Statement of ranger in one of the best known National parks in the West.



The above two significant quotations from men who know by closest observation tell the complete story of Willys-Knight, a motor car of superb power, wonderful riding ease, an extraordinary stamina. It tells the story of Willys-Knight from among owners who never change back to other makes of cars.

Striking ability In every test made upon the power plant by the hardest driving conditions, the Willys-Knight delivers 100% perfect performance. Silently, smoothly, and economically, it conquers mountain grades, long stretches of roads that are barely trails or keeps its place at the head of the procession on the high-ways.

In the first few thousand miles, or at 50,000 miles, or 100,000 miles, it delivers the same high standard of motor efficiency.

Where other engines lose in power and performance and cost more to run as their mileage grows, the engine of the Willys-Knight actually improves with use.

Tappet noises, valve adjustments, carbon troubles, loss of power through pitted valve seats, necessity for valve grinding are unknown in the Willys-Knight.

The patented Willys-Knight motor improves through the presence of carbon which deteriorates and kills the performance of other motors.

Used car values tell the story Look through the list of used cars offered for sale—see the price of a used Willys-Knight as compared with the price of other cars in the same general classification—you will find a steady demand for Willys-Knight used cars at prices very much above other makes which originally sold in the same price scale.

Experienced automobile owners know that the Willys-Knight improves where other cars wear out, and that even with astounding mileage built up on the speedometer, the power plant is always good, always ready to deliver full measure of its rated ability.

Willys-Knight is as beautiful in appearance as it is in performance. In outline it is graceful and distinctive—in appointments it is rich and complete.

In any company it stands out as a car of rare grace and refinement. See this motor car. Familiarize yourself with its performance record. Especially consider the prices at which it is available now.

Table with 2 columns: Model and Price. Includes Touring (\$1195.00), Coupe (\$1395.00), Coupe-Sedan (\$1395.00), Sedan (\$1450.00), Brougham (\$1595.00).

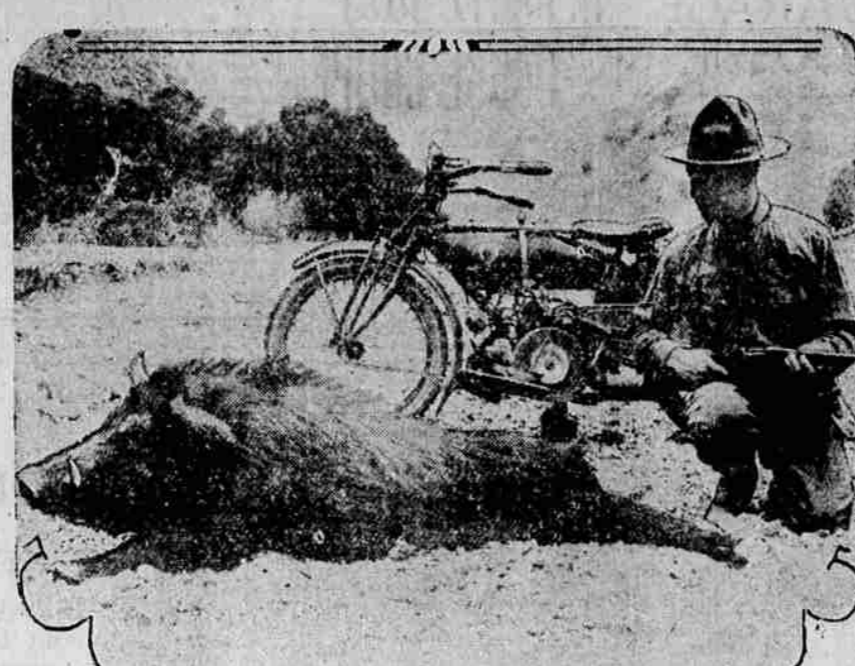


All prices f. o. b. Toledo

Gettings & Hanks

WILLYS OVERLAND FINE MOTOR CARS

Hunting Via Motorcycle



Wild boar hunting is still one of the big sports in Southern California. Motorcycles are used to run down the animals. This big fellow was shot on San Clemente Island, about 25 miles off the mainland.

NEW STEAM ENGINE FOR CARS DECLARED SUCCESS

CLEVELAND, O. (AP)—Manufacture of busses, taxicabs and other vehicles, propelled by a newly invented steam engine is expected to start here within a few days.

This announcement was made Friday by officials of the Steam Appliance Corporation of America, following a successful tryout of a taxicab fitted with the new steam generator and engine Thursday.

The engine embodies an entirely new mechanical principle. Where other steam engines are run by a piston turning a crank, fly wheel and shaft or on the principle of the steam turbine, the new method utilizes the cylinder and piston.

The cylinders revolve around the shaft, which is fixed, and the power is taken off the engine. Except for the case and shaft, the entire engine revolves.

Railway Locomotive Outdone By More Dependable Auto

(Contributed) The railroad world is stirred with the recent record run of 322 miles by a new type locomotive from Cincinnati to New Orleans.

We are told that usually five locomotives haul the trains that go this distance. The great engine hauled in cars part of the distance and eight cars the balance of 494 miles. This can be taken to be one of the great achievements of the most modern railroad locomotive.

Compare this to the run made two years ago by an automobile that in 51 hours piled up a mileage of 3,125 miles. The only stops of that speedway run were for iron-tires. The first stop was at 1,500 miles—500 miles farther than the total rail run of the new record. Practically all the automobile running was done at better than average fast train speed.

The average for the trip was 62.48 miles per hour. The automobile at the end of the trip was in perfect condition, as was the locomotive. Other runs since then, not as fast in speed, but with from 70 to 100 hours of continuous running, have been made by motor cars.

If you do not appreciate the tremendous advances the automobile has made, its superiority over rail transportation for its own class of work, perhaps this little comparison will help you better to estimate your motor car at its true worth.

The motor car can never compete with the steam, long-haul railroad. Its best friends know this. The steam rail men know it. If on the other hand, the steam locomotive were as dependable as the automobile engine for non-stop runs, it could keep up day after day without going into the roundhouse, as well as does the motor car engine, there would be a tremendous transportation advancement. It may come some day.

The Motor Car Crew. Meantime the automobile engineers have given their brethren of the steam lines a mark to shoot at. The motor car's heat is about five times as long a journey as the steam engine. Have you had to grip, take off your hat to your little flier?

The motor car crew consists of the driver, who is the engineer, the fireman, conductor and trainman. The daily service of the average big car, which is in a truck or a bus, is from 150 to 250 miles; almost twice as long as the run of the average locomotive. The crew of the train, the engineer, fireman, trainman and conductor is always busy. Given if it is a two-car train the same thing is true.

In the roundhouse—at the end of the run a whole crew of huffers take hold of the engine and to cover its delicate mechanism. It needs it. The flier, the truck or the bus swings into the garage, and they leave it alone until ready to "fill 'er up again." These are the real advantages of the motor car and its larger brethren and sisters. There are more of the reasons why it is gaining a larger part of the world's work every day.

Ever notice the careful effort at every stop of the big locomotive? Ever notice how they tap its wheels every time the train draws into a main point on the line? Did you ever see the motor car so careful that he went over his car before than twice a week on the average, just to inspect it? How many motorists spend a half hour a day on their gasoline bargains? How many hundreds of thousands of automobiles in every great state get gasoline, water and oil and practically no other at-

tention from one month's end to another? Doing Away With "Locals" These are motor car advantages. These are in part the reason why this cheaper type of transportation is getting a small share of short-haul transportation, both for passengers and goods, in every section. It is these underlying advantages that are always overlooked by those worldly wise citizens who would parcel out trade to the old transportation agencies no matter what happened.

They fail to see that the great rail companies are striving to approach the efficiency and economy and dependability for continuous operation of automobile motors in their engines. They try to approach automobile standards of continuous operation for long-haul work.

The big railroads long ago ceased to worry about the automobile trucks and busses. The big rail men know that long haul work is what they want. Short-haul work of any sort does not pay in railroading, except in commuting zones perhaps. The most astute railroad men are now hoping that the truck, the bus and the ordinary automobile will help them solve the short-haul problem by taking it over. They want to get rid of short hauls.

Right now at least 40 big rail systems are trying to have the interstate commerce commission agree to let them do away with short-haul "local freight service." They know that they never can make money at it. It costs them more to keep up than they can collect in fares and freight. Whole systems of trucks have been taken up in some sections. The transportation trade does not expect there in sufficient amounts to pay the cost of rail upkeep and all the heavy operation expenses of rail work.

The revolution is a serious thing. None know it better than the big rail men. They see in the truck and bus and the millions of cars a chance to get out from under the expensive and unprofitable side of short-haul local transportation of all sorts. Long haul, more continuous operation over long stretches in the ideal toward which they are working. Twenty years ago the traction lines came in. According to some rail men who were in business then this less expensive type of rail operation look "as much as 40 per cent of their trade of that day." It hurt, but the same rail men are now looking toward the long haul, for which rail lines are admirably suited.

Weight One Factor. Quietly they have been withdrawing from the short haul. They will get out as fast as the authorities will allow them. They laugh up their sleeves at the transportation men who do not see this great vision, some of whom are still deluded with the thought that short-haul rail transportation can be made profitable. The Pennsylvania system, for instance, over much more than a thousand miles of their track are now using the truck and the highway for short-haul, local freight.

A Special Price. Owner—"What will it cost me to have my car fixed?" Garage Man—"What's the matter with it?" Owner—"I don't know." Garage Man—"Forty-eight dollars and fifty cents."

From the Back Seat. "Does your wife drive your car?" "No, she doesn't." "Why not?" "Oh, yes," he replied, "but only when I'm at the wheel."

ELGIN URGES HIGHWAY WORK

Palmer Junction Road Construction Is to Be Continued as Soon as Money Is Available.

ELGIN, Ore. (Special)—A number of Elgin citizens, together with several people from the Palmer Junction community appeared before the county commissioners recently in the interest of the Elgin-Palmer Junction road.

The commissioners assured the delegation that work on the road would be continued just as soon as there was available money for this purpose. The delegation was shown that this road had been placed on the county map as a market road, which will insure its improvement as quickly as possible.

The road is from 12 to 15 miles in length and will enable many ranchers and others in the Palmer Junction community to reach the markets quicker and easier. Three miles of the road were constructed during the summer months.

The county receives approximately \$27,000 from taxes for market roads. A like amount is received from the state for this purpose, or a total of about \$54,000 annually.

Those who appeared before the commissioners were: Dr. W. E. Brownell, H. H. Hug, W. W. Binford, Eugene F. Hug, H. H. Weatherspoon, Mr. and Mrs. Bert Oakman, Charles Croghan, John Croghan, Frank Payer and Roy Townsend.

\$15,000 BUYS RAILROAD

SALEM, Ore.—The Medford & Eastern railroad which operates between Medford and Jacksonville, was sold to the city of Medford. This information was received at the office of the public service commission today. The price paid for the property was \$15,000, officials said.

The railroad previously was owned by W. C. Barnum, who recently had sought permission of the public service commission to abandon the line. The commission ordered the owner to offer it for sale intact at a price not in excess of its junk value.

Not So Slow. Mabel: "You handle the clutch like a genius, dear." Madeline: "George has spoken of that also." It isn't the girl that goes out riding that we would like to meet, but the one that comes back riding.

Advertisement for Chevrolet Quality features. Includes a list of prices for various models: Touring \$525, Roadster \$525, Coupe \$675, Sedan \$775, Commercial \$425, Express Truck \$550. All prices f. o. b. Flint, Michigan. Come in and let us show you some of these quality features.

Blue Mountain Garage M. A. HARRISON, Mgr. Opposite Postoffice. QUALITY AT LOW COST

Large advertisement for the Essex Coach. Features a picture of the car and text: "ESSEX COACH \$765 for the ESSEX COACH. Now You Pay Only \$195 DOWN. Convenient Terms on Balance. World's Greatest Value. Everyone Says It—Sales Prove It. E. L. Ledbetter."