

MILLIONS TO BE SPENT ON ROADS

Big Construction on Pacific Northwest Highways in 1927 Looms

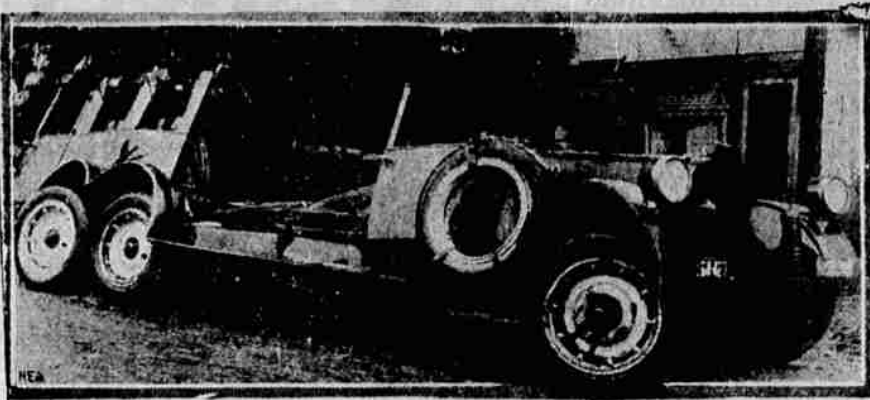
Highway and bridge construction costing millions of dollars is being planned for 1927 by the counties of the Pacific northwest. In addition to state and federal aid projects, according to tentative construction programs sent to the Pacific Builder and Engineer by county engineers of Oregon, Washington, Idaho and Montana.

The tentative county highway programs, especially for counties in Washington, are based for the most part on tentative county budgets and are subject to revision. They do, however, give a fairly accurate, itemized account of the road and bridge projects to be undertaken by the various counties during the coming season.

Only a few of the typical programs of the large and small counties can be given in this issue, but in the November and following magazine issues of Pacific Builder and Engineer the road and bridge programs of all the principal counties of the Pacific northwest will be given. By filing each issue, the reader can obtain a complete directory of county projects for 1927 in his and neighboring states. The value of such an encyclopedia to contemplated county work is obvious.

County engineers are furnishing their highway and bridge programs in response to a questionnaire recently mailed by Pacific Builder and Engineer. Early replies indicate no let-up in county

8 DIE WHEN TRAIN'S 27-YEAR SAFETY RECORD BROKEN



Eight persons who were occupants of this motor stage were killed when it ran on the track in front of the Southern Pacific's crack Overland Limited at Dixon, Calif. The wreck ended the train's 27-year record of operation without a fatality. The bus is said to have passed through a guard gate by error, just as the train approached.

work next year but that, in fact, there will be a substantial increase in the volume of county road and bridge construction next year.

It is still too early to obtain anything approaching complete information from Oregon, Idaho, or Montana, but enough projects are being contemplated in those states to give road builders an idea of the sort of work to be advertised next year.

Multnomah, King and Pierce Lead
Multnomah county in Oregon and King and Pierce counties in Washington will head the list in volume, if figures now obtainable from other counties are a criterion. A great number of Oregon counties, however, have yet to respond and it is quite probable that a number of these counties will boast programs comparable with that of Pierce.

Power County, Ida. Plans to Pave
The largest paving job reported from Idaho to date is in Power county, where 12 miles between American Falls and Pocatello will be paved with concrete at a cost of about \$200,000. Irwin Alfred is the engineer.

Two Steel Bridges for Montana
Bannock county, Idaho, contemplates a three-mile paving job to cost about \$75,000. W. H. Hall is the county surveyor there. Type of pavement has not yet been determined. Steel bridges costing \$30,000 and \$45,000, respectively, are planned by Beaverhead and Mineral counties, Montana. George R. Mellen and L. Walker Brown are engineers for the respective counties.

Autos' Toll 13,250 In Eight Months

WASHINGTON (AP)—Approximately 13,250 persons were killed and \$50,000 injured by automobiles in the United States during the first eight months of the year, the American Road Builders' association reported. Plans for curbing the number of casualties will be discussed, the statement added, at a special meeting of road builders at the sesquicentennial exposition, Philadelphia, Oct. 29.

BAKER SHATTERS HIGH GEAR MARK

"Cannonball" Crosses the Continent in 5 Days, 2 Hours, 43 Minutes

Cutting a generous slice from three long-standing transcontinental records, "Cannonball" Baker arrived in Los Angeles last week in his Ford roadster, which, sealed in high gear, he had driven from New York City in just 5 days, 2 hours and 43 minutes. Baker was officially timed at start and finish by Western Union officials, and the character of his latest transcontinental journey was perhaps even more spectacular than any of his previous 73 trips across the continent.

His latest trip cuts 11 days, 5 1/2 hours off the old high-gear transcontinental record held by a six-cylinder car. It was 2 days, 13 1/2 hours faster than the fastest time ever made before by any kind of car with one man driving the entire distance from coast to coast. The previous one-man speed record was set by Baker himself in 1920, and was never bettered until Baker did not this time. Baker's new record is likewise 14 hours better than the best motorcycle record across the continent.

To remove all question whether he drove all the way in high gear, the low and reverse gears were removed from the car before the start and the transmission was sealed in a fashion that made it impossible to replace the gears without breaking the seal. On Baker's arrival in Los Angeles, the seals were inspected by Joe Nibrent, famous racing driver and automotive expert and found to be intact.

Excessive speed did not account for Baker's new record but rather long hours of steady driving, light-weight pistons of Baker's own design helped to negotiate the steep mountain grades encountered on the road. He sacrificed just ten hours to sleep on the entire trip, yet finished the journey in amazingly good physical condition. He was accompanied by Paul J. Bailey, who acted as observer but took no part in piloting the car.

Officials of the Western Auto Supply company were particularly interested in the performance of Baker's car due to the fact that it was equipped with many accessories sold by the Western Auto Stores. This equipment included a Delco ignition system, Yale force feed oiler, A. C. spark plugs, S & M roadlight, Torovoco horn and a Safe-T-Shut motor heat indicator. Baker reported that he had no trouble with any of the accessories on the entire trip—not even a spark plug was changed, throughout the long grind.

Idaho Road Work Will Start Soon

WENDELL, Ida., Oct. 9.—Bids calling for the construction of 8.24 miles of new highway between Wendell and Jerome on the North Side State highway will be opened at the Wendell city hall Oct. 15, said word received here from the state highway department.

The specifications in the contract call for the building of the roadbed and drainage structures and surfacing the entire stretch with screened gravel. Detailed plans and specifications concerning the new road are on file in Salt Lake and Spokane, and with District Engineer A. N. Ashline, at Shoshone.

With the proposed improvement the last stretch of ungraded highway between Holme and Wendell will be obliterated. The Wendell highway district has secured the right of way and the necessary barrier pits for the roadbed, which extends from the Hastings corner north of Wendell to the Appleton schoolhouse near the Gooding-Jerome county line.

EPITAPH

He drove with one hand and went over a bluff.
Come on, grave-digger, and do your stuff.—Sarah Given.

Down below, this grave inside, lies handsome Johnny Falk. Took a lubbed-haired bunbitt for a ride. And tried to make her walk!—George Wright.

Coordinated Car, Bus Service Builds

CLEVELAND, Oct. 9 (AP).—Local transportation is being strengthened nationally by coordinated car and bus service, Frank E. Coates of New York, president of the American Electric Railway association, told its convention here.

"The street railway has shown itself to be a necessity, but it is the duty of electric railway management to use the bus in rendering the best form of coordinated service," he said.

Mr. Coates predicted that in the future street railway and bus riders would pay in fares only the actual cost of carrying passengers. Expenditures for plant and depreciation, he said, would be met by taxes levied on property owners whose holdings were made more valuable by the presence of transportation lines.

RAINIER PARK IS TOURISTS' MECCA

Of 161,796 Visiting Resort This Year, 6,958 Came from Oregon

RAINIER NATIONAL PARK, Wash., Oct. 9.—Six thousand, nine hundred and fifty-eight Oregonians visited Rainier national park during the season ending Sept. 30, government officials announced today. Second only to California, Oregon led all states in the union in the number of visitors registered at the famous mountain resort.

Every state in the country and 21 foreign nations were represented in the cosmopolitan crowd of adventurers who visited the glacier-clad peak. Total travel for the 1926 season was 161,796, coming in 28 makes of motor cars.

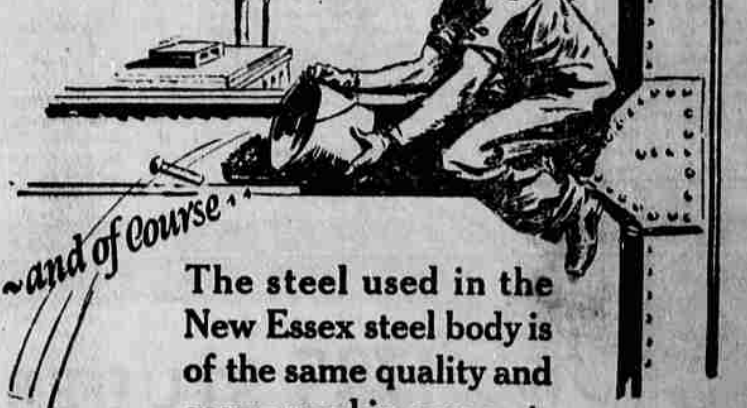
Increase in travel from Oregon has been especially marked the past few seasons. Improved highway conditions resulting in a growing interchange of travel between Washington and Oregon has engendered a better appreciation of the magnificent wealth of scenic beauty comprising the Pacific northwest and a more closely knit friendliness, travel experts believe.

Coincident with the announcement of travel figures is the statement by park officials of all-year travel service to Rainier park. Hotels and transportation facilities will be maintained continuously throughout the year, enabling additional thousands to enjoy the elaborate winter sports program planned for the special interest of park visitors the coming season.

A speaker recently stated that there are too many different breeds of poultry in the country and the number should be reduced. Our motorists are doing their best.

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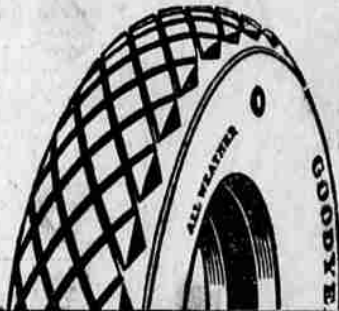
Youngster \$510
Roadster \$645
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1-Ton Truck \$495
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BLUE MOUNTAIN GARAGE

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GOOD YEAR Service Station

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The days of guessing and hoping about tires are gone. You no longer have to guess how good they are and hope that they will wear a long time. The name Goodyear has taken the uncertainty out of tire buying. More Goodyears are sold for the only logical reason—they give better mileage, more motoring satisfaction.

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