

ROAD CAMPAIGN WELL UNDER WAY

Seek to Secure County Cooperation on Elgin-Weston Highway

By NOLAN SKIFF
The proposed Elgin-Weston highway, which is being actively campaigned for in Union county by the Jolly Pipers of La Grande and Elgin and other organizations, has until the past month, received little attention in a public way on this side of the Blue Mountains and, for that reason, a major part of the population of this county has given the matter slight attention—at least on the surface.

seven miles of this road on the north side of the mountains and the county board has promised to build four more. With 11 miles taken care of and more than that mileage to be built by the forest service, Union county's share of road does not appear as very large.

Union county is building its section out of the market road, hoping to secure state aid at a later time, and this may be the means chosen here in the event the project is successful.

The forest service would cooperate if requested by the state highway commission, it is said, but the state commission would first have to receive a request from the interested counties. Senator Iltner urges that Union county make this request so that the work can go on on both sides of the divide without delay.

J. Y. Wright, of Elgin, has said that the road out of Elgin is in fair condition to a point within three miles of the forest boundary. He declared that the mail carrier is using this road daily, indicating it is in reasonably good shape.

The first organization to endorse the Elgin-Weston road on this side of the mountains, it is said, is the Rock Wall Grange, of Elgin, which, at its organization meeting a week or two ago, passed a resolution to that effect.

Would Provide Scenic Loop
Besides shortening the distance between various towns and cities in Oregon, Washington and Idaho, an Elgin-Weston road would give Eastern Oregon a scenic loop drive. The trip to Walla Walla, Weston, Athena, Pendleton and other nearby points could be made by going over the Old Oregon Trail highway and returning by

140-Foot Highways Are Seen As a Need of the Future by L. B. Miller

SAN FRANCISCO, Oct. 23.—Highways not less than 140-foot wide are a vital necessity in the United States, the view of L. B. Miller, president L. B. Miller Sales Co., who recently conquered the country in a race against time across the continent, when he made the trip from San Francisco to New York in 83 hours and 12 minutes elapsed time.

Miller maintains that one thing his trip has demonstrated is his belief that some day the 140-foot roadway would be universal in the entire country.

"Not so long ago a 120-foot roadway was constructed in Michigan as an object lesson to highway builders of what the country would be in need of in the course of time. It was built under the belief that some day the 140-foot roadway would be universal in the entire country."

"Already that stretch of roadway in Michigan is too narrow for the traffic it carries. It was decided, therefore, to widen it to 140 feet, and this work is now in progress."

The Elgin-Weston road or vice versa, it has been pointed out. In addition, it would connect with the Dayton-Ukiah skyline drive now being constructed, at the top of the mountains, thus opening up the Dayton territory to Union county.

Committee Working
The Jolly Pipers recently appointed a committee of five men, headed by W. P. McAdory, which will investigate more thoroughly conditions in Union county and report at a later date on the feasibility of the project.

Needed for Defense

"From the viewpoint of national defense alone it is now necessary to begin construction of wider highways, especially across the continent. The railroads in case of an attack on the Pacific coast, would not be in a position to transport the necessary troops to defend the West, to say nothing of the vast amount of material also needed."

"The need for wider roads is not based on the desire for pleasure driving alone," it is foolishly asserted. "It is entirely a matter of economic defense. The narrow roadways are now obsolete in

all sections that are thickly inhabited.

Clarkston Men Favor Grande Ronde Highway

CLARKSTON, Wash., Oct. 23.—The Clarkston chapter of county men adopted a resolution approving the Grande Ronde river highway project, which would connect the Astoria county road system with that of Walla Walla county, Oregon.

Report was made that the allotted 25 memberships for Astoria county in the Eastern Washington Highway association had been secured and reported to E. E. Halsey, president of the state road roads association. It was stated a large delegation will attend the Eastern Washington association meeting in Spokane Dec. 1.

Innaha Strip Is Near Completion

ENTERPRISE, Ore., Oct. 23.—The first section of the Innaha market road, extending from J. A. Eggleston's corner on the highway north and east for about three miles, is nearly finished. It has been built by the county with money derived from the sale of bonds voted by the people to various postroads in 1919. So far as its finances go, it is in no sense a market road, but its location coincides with that of the Innaha market road of which it is really a part. The new piece of road has two connections with the highway, one from the south and the other from the west, and follows the direction and approximate location of the old county road from Mr. Eggleston's corner across the draw which carries Prairie creek and on northward to the Johnson & Franklin farm at the foot of the east approach of Pratt hill. Here the new road turns east with the old county road across Lower Prairie creek.

More Cars on Road Than Last Summer

ENTERPRISE, Ore., Oct. 23.—Traffic on the two highways of the county last Sunday, Oct. 17, was heavier than on any previous day of the year when a count was made. Figures for several counts on the valley highway and the north highway follow.

Table with 2 columns: Date, Count. Rows include June 17, 1924 (455), June 17, 1925 (515), October 18, 1925 (412), June 16, 1926 (329), July 15, 1926 (468), August 12, 1926 (459), Sept. 18, 1926 (541), October 17, 1926 (538).

Mileage Is Cost Measure of Tires

The speedometer on one's car will quickly reveal whether a tire is honestly made or merely built to sell at a low price and the speedometer inventor can be credited for teaching motorists just what their tires are doing.

The difference between a profession and a trade is the first man has a diploma and the latter a Pierce Arrow-Bison.

A gift to the university from the Cadillac Motor Car company. A recent addition to the Federal Motor Training company of Detroit is the body building plant, which is now turning out 60 bodies a day.

CALIFORNIA MAY OUST CROSSINGS

Cost Is Only Obstacle to Immediate Action, Commission Says

SACRAMENTO, Oct. 23.—The early elimination of the 500 or more grade crossings in California under a larger and more comprehensive program than that now being prosecuted by the California state highway commission is dependent primarily upon financing of construction by the people of California upon a larger scale, according to state highway engineers.

The state highway commission, which appreciates the growing importance of early elimination, due to the rapid increase in motor traffic, and which is forwarding its own program, sees these as possible ways and means of a more rapid reduction in the menace to the safety of the motorist:

- Points Involved
1. Financing of eliminating on a large scale either by bond issue or tax, the funds to be devoted to that specific purpose.
2. Financing of general state highway construction on a larger scale thereby permitting the commission to devote more money to elimination of grade crossings by relocation and new construction of highways.
3. Financing on a larger scale that will permit of the state joining in more projects for construction of grade separations.
4. Financing in general, on an enlarged scale that will carry forward a more comprehensive program of grade crossing elimination without at the same time hindering a comprehensive program of bridge and highway construction.

This is the situation as viewed by State Highway Engineer Robert M. Morton who stresses the necessity of greater financing if elimination is to be effected more quickly than is being done under the present program of the commission.

Policy Outlined
In outlining the policy of the state highway commission, Morton points out that part of the commission's bridge department is working constantly on grade separation plans; that many separa-

tions have been made and many more are projected. "The state highway engineer is well aware of the grade crossing menace," says a statement issued recently by Morton. The statement continues:

"The policy of the commission is to eliminate bad crossings. In the same program under which a section of highway is reconstructed, grade separations are under construction, projected or have just been completed at a good many locations, but the number which can be eliminated in any one year is only a small portion of those which should be eliminated. "Where elimination is not possible by relocation is must be accomplished by the building of grade separation structures and large sums will be required to make such progress."

East Ahead
As to what at least one state is doing in grade crossing elimination, Morton's statement cites New

York where \$200,000,000 recently was voted for this purpose. The state will use some \$100,000,000 of this directly and loan the rest to railroads and political subdivisions for the work, the same to be repaid with interest.

In this connection the state engineer recently said in a statement that "the state can well afford to pledge its credit by means of a bond issue for the building of grade separation structures."

As to co-operation by the railroads in reduction of the menace, it is known from other sources that the Santa Fe leads other railroads in California in assisting the commission. It, in some instances, proceeds on its own initiative and then asks the state to join. Some other railway interests are included to await the commission's action or a state railroad commission order before acting unless the crossing involved is a particularly menacing one. Some of the smaller roads are deeply concerned be-

cause of financial inability to share in construction cost.

It is recalled in a recent statement by Morton that a state highway investigating committee a year or so ago recommended to the legislature a bond issue of \$25,000,000 for railroad separations and major bridges. Grade crossing elimination was estimated at that time to cost \$14,000,000. The legislature did not place the issue before the voters.

Relocation and construction of highways rather than grade separations have eliminated by far the greater number of grade crossings, the state highway engineers point out and cites the reconstruction work from Red Bluff to the Oregon line and from Auburn to the Nevada line.

THE ULTIMATE INSULT
NOTICE—Stolen from Kruess Iron store, 1924 model Ford touring car.—(Stoux Falls, S. D.) Argus-Leader.



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NEWS OF THE AUTO WORLD
NEW YORK, Oct. 23.—Kilburn D. Clarke, of the Buick Motor company, has been elected president of the National Automotive Sales club. Other officers chosen were: vice president, J. H. Feeley, Autocar Sales and Service company; treasurer, George B. Johnson, Martin Parry corporation; secretary, R. L. Sommerville, Electric Storage Battery company. The club has just closed its first year of activity. Its main object is to promote the acquaintance of representatives of the automobile, truck and accessory trades who solicit national operators of automobiles and trucks.
Edward S. Jordan has been elected to the board of directors of the national better business bureau. He is president of the Jordan Motor Car company and was nominated to the business bureau board by the national automobile chamber of commerce. He is chairman of the advertising committee of the latter body.
The Moon Motor company announces a new cabriolet roadster in the light six-cylinder chassis. Moon car sales for the last two months have shown a marked increase. It is announced, over the same period last year.
Charles W. Nash, president of Nash Motors, announces that the factory at Racine, Wis., is being enlarged to provide for the production of 300 to 350 Nash light six cars per day.
C. M. Baldwin has succeeded C. B. Amorous in charge of the Wills-Sainte Clair company, of New York. Mr. Amorous recently resigned to assume the sales management of the New York Marmon car agency.
September was the largest September in the history of the Nash Motors company in point of sales and production, announces E. H. McCarthy, general sales manager. Nash sales and production for the nine months this year aggregated 111,965 cars, as contrasted to 75,247 cars for the same period in 1925.
President Myron E. Farbox of the Pierce-Arrow Motor Car company, and Charles Sheppy, chief engineer, have sailed for France, taking one of the new Pierce-Arrow dual valve models for exhibition in the Paris Salon.
Gallus M. A. Haas has been appointed manager of the Bronx branch at 2,374 Grand Concourse of the Hudson Motor Car company of New York.
With the recent introduction of new models the F. B. Stearns company announces that the business outlook for the coming year is the brightest in its history. The new models powered by the Knight sleeve valve motor are distinctive in design and character.
The Marmon Motor Car company is erecting a third addition to its Indianapolis plant. The new structure will be one story in height and 140 feet in length. The building construction was awarded to the H. K. Ferguson company of Cleveland.
A group of German architects, members of the Bun Deutscher Architekten, touring this country under the auspices of the United States department of commerce, spent two days in Detroit recently and inspected the plant of the Cadillac Motor Car company and the Fisher Body plant.
Showing the scope of Buick's service facilities in New York City, a large map has been placed in the lobby of the Buick salesrooms, at Broadway and Fifty-fifth street. It has pictures of the 22 stations and the main office, making it

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