

LOAD LIMIT RULE IS NOW IN FORCE

Certain Highways in the State Now Barred to Heavier Trucks

Copies of a resolution recently passed by the state highway commission reducing the maximum load limit on certain highways of the state during the winter months have been received at the highway offices here.

The resolution does not effect any of the highways in this division, but applies mostly to roads in Western Oregon including the Alsea highway, Ashland-Klamath Falls highway, Columbia River highway, Coos Bay-Roseburg highway, McKenzie highway, McMinnville-Thiamook highway, Mt. Hood Loop highway, Redwood highway, Roosevelt Coast highway, Santiam highway, Willamette highway and Willamette Valley-Florence highway.

The resolution reduces the maximum total weight of load and vehicle equipped with solid rubber tires from 22,000 pounds to 16,000 pounds, and the maximum load for tires having a width in excess of 30 inches from 600 pounds per inch of tire width to 450 pounds. The maximum load for tires less than 30 inches wide is reduced from 500 pounds per inch width of tire to 375 pounds.

Inspection Made. The maximum load limits were reduced after a careful inspection by the state highway commission which found that vehicles equipped with solid rubber tires carrying 22,000 pounds and traveling at the highest rate of speed specified by the laws of Oregon, were breaking up and damaging the highways.

The new load limit on the Columbia River highway, between the Multnomah-Hood River county line and the west city limits of Hood River in that county, will probably effect Eastern Oregon people the most, as heavy loads are transported from Eastern Oregon to Western Oregon over that road at various times.

The resolution went into effect Oct. 15 and will be effective until April 15, 1927.

North and South Highway is Busy

GRANGEVILLE, Ida., Oct. 26.—Traffic over the North-South state highway virtually doubled this year and with completion of the road through the Salmon river canyon a traffic of more than that of 1926 is expected in 1927. The state highway department inaugurated its surfacing program several weeks ago beyond New Meadows.

A further contract of 12 miles in the Council section has been awarded, and the Morrison-Knudson firm has also been given a contract south of Cambridge. With these contracts completed there will remain about 26 miles between Starkey and Round prairie which should be surfaced, if funds are available for the later improvement early next year.

The department plans to surface the entire route from between White Bird and Weiser during the winter months, but the sections most susceptible to wet weather are selected for first contracts. The conditions through the roadbed of the Salmon river canyon are such that this route can be traveled during the wettest weather.

To prevent other drivers from continually cutting in, drive close enough to the car ahead so that there is no room for the man behind to cut in after he will pass in order to get by he will have to pass at least two cars at once. That will tend to discourage him in this annoying practice. Drive quietly along while he argues the matter out with the next driver he meets.

Resurfacing of Highway Will Be Early Spring Job

The contract was awarded for the resurfacing of the Rock Creek-Lostine section of the La Grande-Wallowa, Lake highway in Wallowa county at the regular meeting of the state highway commission in Portland, Oct. 27, to Joslin and McAllister for \$68,262.

Because of the beginning of freezing weather the work will not start until spring, although equipment will probably be moved to that county and the rock crusher set up by the contractors within the next month, preparatory to beginning the work as early as possible in the spring.

Other bids let in this division at the commission meeting were one in Malheur county, and two in Umatilla county.

PLANS SPANISH TRAIL HIGHWAY

ARKANSAS PASS, Tex. Oct. 26 (AP).—Swashbuckling gentlemen, whose business instincts led them far afield when Spain was in her glory, have supplied Col. Sam Robertson of Brownsville, Texas, with a romantic background for an ambitious adventure.

Colonel Robertson is building an ocean driveway along the low-lying islands off the coast of Texas. These strips of land stretch for hundreds of miles up the coast from Brownsville and lie within sight of shore.

Drive on Island Beaches. The proposed ocean driveway will be the longest in the world, and when it is completed, motorists may drive from Brownsville to Corpus Christi, Texas, over the island beaches.

Practically all of the Spanish main have cast their glances over this stretch of sand. More than 400 years ago, tradition says, a fleet of galleons, laden with the pirated treasures of the Montezumas, set sail from the New World for old Spain.

Scene of Buried Treasure. A tropical disturbance cast the fabled armada about, drove it out of its course for days, and finally wrecked the fleet on the Texas coast, a five days' march north of the Rio Grande. More than 300 survivors are said to have escaped by making their way overland to the Panuco river, now the shipping outlet for the Mexican oil fields near Tampico.

This treasure, it is supposed to have been buried somewhere along the coast over which the pleasure caravans of modern America soon are to travel. Occasionally coins have been picked up in one of the sandy hills near the shore, and much sporadic searching has been done.

Signs of Old Armada. Several years ago, a man by the name of A. H. Mucly of Corpus Christi, claimed to have stumbled onto the remains of one of the Spanish vessels. Unable to finance salvaging operations, Mucly made an attempt, it is said, to find some record of a vessel having been sunk at the spot where he found the flotsam, but discovered nothing authentic to connect his find with the fabled treasure fleet.

Within a stone's throw of the proposed ocean drive, the wreckage of the supposed treasure fleet still lies, according to tradition, but it is hidden by the waves that have voided countless other attempts of 15th and 16th century pirates to transfer the wealth of the New World to crumbling Spain.

Never drive a car with the spark too far advanced, particularly if this causes a slight pounding noise in the engine. This practice places a severe strain on bearings, crankshaft, connecting rods and wrist pins.

NEW SPEEDWAY KING ROARS IN



Here is Leon Deury and his \$28,000 front-drive Miller Special which established a new world's record of 130.246 miles an hour in the 25 classic on the board speedway at Salem, N. H. The car is an eight-cylinder, with a displacement of but 90.2 cubic inches.

NEW YORK'S CAR SHOW LOOMS BIG

NEW YORK, Oct. 26.—With a record of exhibitors for the twenty-second annual New York Automobile salon, opening on November 23 at the Commodore hotel, arrangements have been made to display more cars than heretofore.

The salon will be the largest exclusive exhibition of de luxe motor cars ever held anywhere in the world. Well over 100 individual cars will be shown, each mounting a special designed and built custom body.

It will be international in character, six nations—France, Italy, Belgium, England, Germany and the United States—being represented.

Sign on the back of a Ford—Well, go ahead if you want to; we prefer to do it on the dotted line.



Wake up! summer is over—get your TOP and CURTAINS REPAIRED NOW!

Then You can Drive in Comfort. The cost Is small. SNYDER HARNESS CO. If it's leather we have it or can make it.

SUPER HIGHWAYS ARE CRITICIZED

Cleveland Motor Official Favors Smaller Parallel Roads

A strong criticism regarding the value of super-highways, by which is meant thoroughfares of 100 feet or more in width, providing several lanes of motor traffic, has been made by Fred H. Caley, secretary of the Cleveland Automobile club. The super-highway system as a means of relieving road congestion by affording greater traffic area, have been adopted in the new road improvement plans for Detroit and Chicago and to less extent in other localities.

Mr. Caley presents some interesting views and his attitude will doubtless arouse discussion among highway engineers. Road investigations by the Cleveland Automobile club indicate, he says, that the construction of super-highways would be a waste of public money.

"It is true and it is the belief of the general public," he says, "that wide boulevards aid traffic expedition. They would, if driving conditions were ideal. But, as every traffic student knows, these conditions are far from ideal.

"There are road hogs numbered among the millions of motorists in the nation and although these road hogs are comparatively few, they afford a condition which cannot be overlooked. A road hog has been termed a driver who takes his half of the road from the middle. He hugs the white line and proceeds to drive along at a slow rate of speed, regardless of the loss of time and inconvenience he causes those who are attempting to share the highway with him.

"Police have waged war against this type of driver and have found it decidedly difficult to eliminate him to any considerable extent." Mr. Caley then explains that the

Buy Advertised Merchandise, Is Dealer's Advice

National advertising assures highest quality and satisfaction in motoring needs and convenience say the local manager of the Western Auto Supply company.

"Manufacturers who seek national distribution, and back up their sales efforts with national advertising, know that when they create a widespread demand for their goods, superior quality must be there to prove their printed assertions if they would hold public favor. That is why articles one sees advertised in the Saturday Evening Post and other widely read periodicals—with supporting local newspaper advertising—are, on their merit, always leaders in their respective fields."

"Western Auto," he says "attributes much of their phenomenal growth to the satisfactory service given thousands of customers who have purchased nationally advertised goods from them, and realizing this, they have constantly added to their large selection of accepted brands of merchandise until today, their shelves hold practically every article that is uppermost in popular demand."

Motorcycle Cop: I just stopped you to get your number. Girl in Roadster: You state men sure work fast. I just gave it to a chap 20 miles down the road, but in case he didn't tell you, it is 123-R.

Instead of a highway 200 feet or more in width he advocates four or five separate strips of road, ranging from 25 to 40 feet wide. Such thoroughfares, he says, would be able to move four or five times as much traffic as a super-highway.

Start Work on Wendell Highway

WENDELL, Ida., Oct. 26.—Construction on the new Wendell-Jerome highway, which is to be built from Wendell to the Appleton schoolhouse, has started. A corps of engineers has been busy surveying the proposed route.

Duffy Read says he expects to get the most of the grading done before the ground freezes up this winter, and that the graveling will be done during the winter months. The town of Wendell will assist in the graveling of the highway through the city, connecting the

edge of the highway with the curb.

RENO, Nev., Oct. 26 (AP).—The University of British Columbia, Vancouver, B. C., was selected by the Pacific coast intercollegiate press association as the convention city next year when the association concluded its two-day meeting here recently. Twenty-six representatives of 13 Pacific coast college publications were present.

Ed Morrison, editor of the University of British Columbia publication, The Ubyesey, was named president, Walter Burrows, University of California, secretary, and Jack Benefield, University of Oregon treasurer.

MUD AND COLD WEATHER Hold no terrors for the man whose car is equipped with New Tires. It is good business and true wisdom to have good tires all around.

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