

MONTANA PLANS MORE HIGHWAYS

State Expects to Call for Bids on 40 Projects During 1927

Bids will be called and contracts let during the 1927 construction season on 40 Montana highway projects to cost approximately \$2,244,000, according to plans of the Montana state highway commission announced by H. W. Holmes, chief engineer, recently.

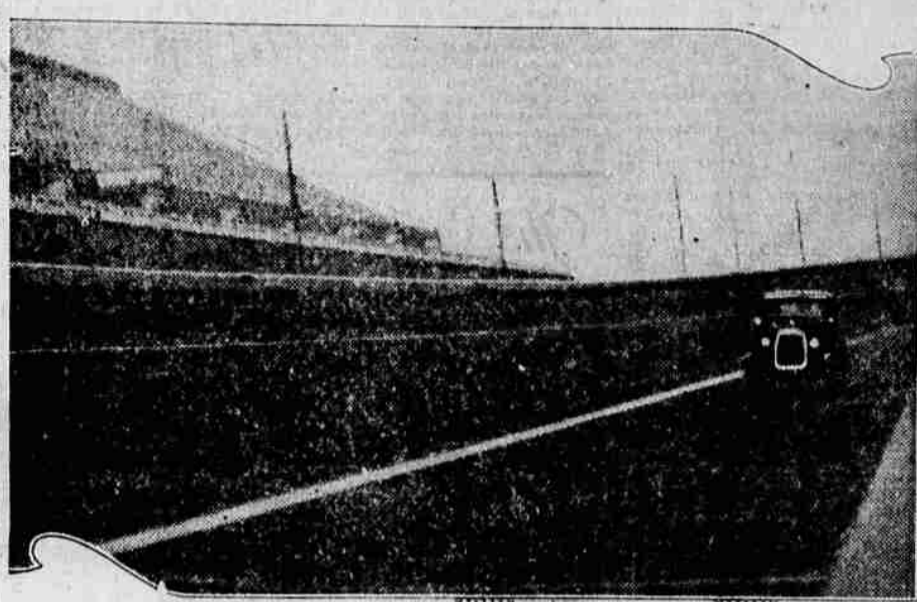
Barring unforeseen complications, all 40 projects will be developed simultaneously and bids will be opened for all work at regular intervals during the season with June 1 designated as the final date for the letting of contracts. Lettings will be announced at least two weeks in advance depending upon the rapidly with which surveys are made and reports completed.

Calling for the construction of more than 300 miles of new roads, two short stretches of pavement and two bridges, the 40 projects comprise the largest annual state highway program in the history of Montana.

Announcement in the Pacific Builder and Engineer that surveys will have been completed, plans prepared and bids called on this list of projects before June 1, subject only to minor changes, is the final authority that Montana's \$19,000,000 highway construction program will positively be launched this year. The program was authorized at the general election held Nov. 2 when the voters approved an initiative measure enabling the state of Montana to match federal aid funds on a 55-44 basis to complete a state highway system within the next 11 years to cost not more than \$40,000,000.

To Have Crushed Rock Surface. The 500 miles of new roads are divided into 34 projects. Each will have a 22-foot bed and a 15-foot crushed rock surface. Surveys yet to be made will determine the type of bed required by individual projects. The average cost of construction will be about \$7,000 per

50 MILES AN HOUR FOR 24 HOURS



Upper Photograph shows Essex Super-Six sedan on its 24-hour run on the Culver City, California, track. Lower, the car climbing Mt. Wilson after its grueling 21-hour run.



mile, it is estimated. The two paving projects are known respectively as the Butte Paving Project and the Anaconda Paving Project, located in Silver Bow and Deer Lodge counties. Each is between two and three miles long and the maximum appropriation for each is \$20,000, or a total of \$40,000. Alternate bids will be received on blacktop and concrete.

Crossed timber construction is specified for the two bridges. Decks will have a bituminous surface. One bridge will be built near Polson, Flathead county, at a cost of \$100,000; the other, known as the Dearborn bridge, will be built in Lewis and Clark county at a maximum cost of \$20,000. Of the

latter sum the county and federal aid will furnish \$23,000 and the state not more than \$7,000.

Projects Scattered All Over State

The projects are evenly distributed throughout the state. The largest amount of work approved by the Montana commission for any one county is found in two projects scheduled for Jefferson county. This work includes 26 miles of new highway construction with a maximum appropriation of \$212,000. A large number of \$50,000 projects are included in the 1927 program.

Of the \$2,244,000 to be spent on Montana roads this year, the state and the federal government will provide \$1,920,000; the federal government will finance entirely certain of the projects wholly within Indian reservations costing \$295,000 and counties will match federal aid on work costing \$119,000. State funds will be derived from Montana's new three-cent gas tax.

Montana must have plans for all projects completed, ready for figures, on or before the last day in May, to be entitled to federal aid on this year's program. Anticipating the necessity of completing surveys well ahead of that date, both the bureau of public roads and the Montana state highway commission are organizing engineering forces which will take the field at once.

The highway commission has divided the state into three main divisions which in turn are divided into districts. The new road projects for each division are itemized

4,480,000 Autos Produced in U. S. During Last Year

"Picture if you can a parade of automobiles five abreast, down a 60-foot street and 15 feet apart, driven at a speed of 15 miles an hour," says Jim Morelock, local Star car dealer.

"And now, with that picture, imagine a parade of these cars for 10 hours a day and lasting 33 days.

"If you can grasp the size of this procession you can get a very good idea of what the automobile production in the United States was last year.

"There were 4,480,000 automobiles produced in the United States last year. That figure does not indicate much to most of us. When translated into a parade past a given point it gives us an idea of just what the automobile industry means in a physical way. The average length of a car is 15 feet. Leaving as much of an interval between cars but putting them five abreast and at a speed of 15 miles an hour it would take more than a month for the parade to pass. If it were halted at the end of every ten hours. If it were continuous it would take 332.7 hours. The parade would be 5091 miles long.

"General Gallieni halted the German advance on Paris by the use of taxicabs, commandeering every possible sort of vehicle and rushing men to the danger points by motor. It was the first time in history where an army had been removed swiftly by motor—and Paris was saved.

"Every officer and enlisted man in the United States army could have his choice of 40 vehicles if Uncle Sam's fighting men were moved in the automobiles made in the United States last year.

"The year 1927 was regarded as the banner year in the history of automobile manufacturing but 1926 saw 155,000 more cars made than in the previous 12 months. What 1927 holds for the industry is to be seen."

Several Ways to Eliminate Grade Crossing Accidents

- 1. Sell your car.
2. Sell your car.
3. Sell your car.
4. Sell your car.
5. If you can't sell it, junk it. —Life.

COMMERCIAL CANDOR

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McKenzie Pass Will be Closed Until Next June

EUGENE, Ore., Feb. 19 (AP)—The McKenzie pass will not be open this year until some time in June, according to M. A. Reed, of the Oregon stages, who has returned from a trip deep into the pass on the snow motor purchased by his company several years ago. No attempt will be made to use the snow motor this spring in an effort to open the pass earlier than usual, he said.

Snow is more than five feet deep at Dead Horse hill, which was as far as he was able to go on his trip, Reed said. Dust was raised near Wallerville as cars passed, he said. A little farther along, just beyond Blue River the snow line was reached.

Ford Agency at Enterprise Now Has New Owner

WALLOWA, Ore., Feb. 19—The F-S-T Auto company, of Enterprise, oldest established Ford agency in Wallowa county, and an incorporated business, has been purchased by H. M. Maughan, of Wallowa, the deal being completed this week.

Under the terms of the purchase, Maughan obtain two-thirds of the outstanding stock, and thereby gain control of the business, and becomes owner of the stock, equipment and building, a fine brick structure on Main street, 89 feet by 33 feet.

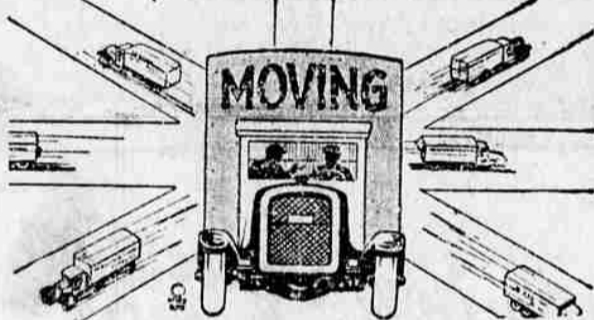
The name of the company will remain the same, and the policies will be continued as in the past and organization, including the office, sales and mechanical force, will remain intact, it was announced by Maughan, who is now the president of the corporation and active head and director. Tom Hatfield will be secretary and treasurer, a position he now holds.

The auto business is not new to Maughan, his experience dating back to two years as superintendent of the truck repair department of Spokane. In salesmanship he was trained through insurance activity, and in executive and administrative ability he received some excellent training in the operation of the Maughan Lumber mill on Powwatha ridge.

Cordial relations will exist between the F. S. T. company of Enterprise and the Strite-Wade company of Wallowa, the other large Ford agency in the county, and the two will work together for their mutual interests and the interests of the Ford company's products which they represent in Wallowa county.

While the two agencies will be on friendly terms, it is distinctly understood, however, that they will be entirely independent of each other.

"Have you heard the news? Ed going to marry Freddie Van Dyke?" "But I thought you already had a husband." "Oh—I turned him in."—Life.



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Coach \$1145 f. o. b. Detroit

contributed substantially to Chrysler's dramatic rise from 27th to 4th place.

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CHRYSLER "60"

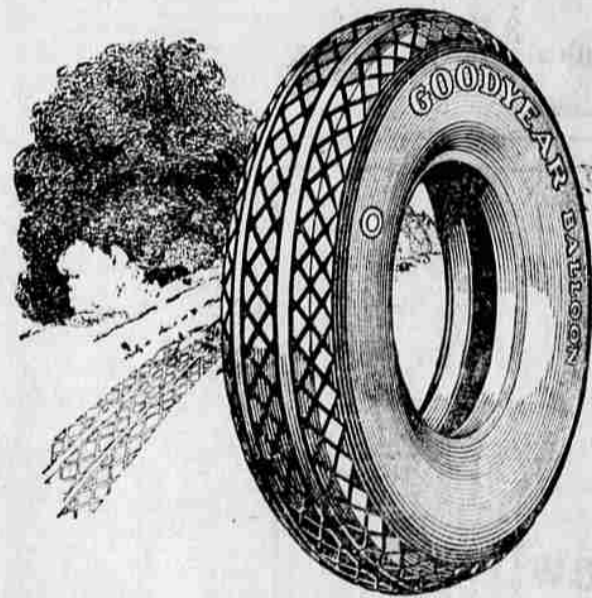
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