

ENORMOUS SUM SPENT ON ROADS

Mileage in U. S. Increased During 1926 at Cost of \$1,500,000,000

More than a billion and a half dollars was spent in the United States for road building and maintenance during the fiscal year ending in June 1926 according to a study just completed by the national industrial conference board, New York. Whereas less than 20 years ago expenditures for road building were still a negligible item in governmental finance, the present annual road bill amounts to more than one-sixth of the entire public budget, and is exceeded only by our government expenditures for education and protection.

as a means of carrying goods as well as passengers. About 1,000,000 miles of highways have been built since 1904, when the total roadway mileage in the United States amounted to 2,181,375, only a small proportion of which was surfaced, traffic consisting principally of short distance market hauling and a few venturesome bicyclists.

Much Road Built During the next five years, less than 50,000 additional miles of roadway were built, but between 1909 and 1914 the advent of the automobile made itself felt, 250,000 miles of new roads being added. In the next seven years, although they include the war years when state and local government budgets were held down to the minimum, 500,000 miles of new roads were added.

Perhaps more striking than the increase in total mileage of roadways during this period was the change in the character of the new roads influenced primarily by the automobile traffic. Windings, often ungraded and rutted, albeit picturesque roads have rapidly been giving way to hard surfaced, wide and straight highways particularly during the past few years.

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RANDOM SHOTS OF THE WESTERN COUNTRY



To the tourist coming into the west from the middle west, south or east, many scenic wonders unfold. Here are a few random shots of the west: Left—In Arizona; center, Palm Springs, Cal.; right, Chuckanut Drive, Washington.

While in 1904, only slightly over 7 per cent of the total roadway mileage was graded and surfaced, and slightly over 10 per cent by 1914, more than 17 per cent of the much increased total mileage was graded and surfaced in 1925, the conference board's study reveals.

Highway Systems Needed The immense volume of long distance motor traffic that has developed during the past ten years, however, also has increased the necessity of a well linked highway system, connecting important centers and fed by the smaller market roads radiating from local centers into surrounding rural territory. It is in this phase of highway development which, in the light of the conference board's study, has called for changes in the control and financing of road building and maintenance, shifting the burden gradually from the local governments to the state and, to an extent even to the federal government.

While in 1904, the conference board finds, more than 96 per cent of nearly all of the current highway revenue, which then amounted to only \$75,963,295, was raised by local government who also floated all of the highway bonds issued at that time, the state governments in 1925 had become so active in the field of highway building and maintenance that they raised more than 27 per cent of all highway revenue, while the local governments raised only little over half of the total.

Variations Are Wide While the figures cited summarize the development of road-building in the United States as a whole, wide variations in the development in different states and sections of the country are revealed by the board's report. The vast change in transportation methods and road utilization caused by long distance automobile traffic is again strikingly reflected in the great stimulus given to highway construction in the more sparsely settled mountain and western states during the past few years, while the more densely populated eastern states, already well supplied with roads, have concentrated more on improving existing roads, even abandoning many older roads made obsolete by the more systematically linked modern highway system demanded in this age of the automobile.

Speed Range Of Auto Traffic Is Wide in Europe

While England is considering either increasing the speed limit of auto traffic, or abolishing it altogether, traffic experts are looking over the wide range of speed regulations in various parts of Europe. This runs the gamut from the low limit of three miles an hour in congested parts of Bulgaria to no limit at all in northern Ireland. The average speed limit runs around 25 miles an hour in open country, but for city driving it ranges from four to 15 miles. Traffic, however, especially in cities like Paris, Berlin, Vienna and Brussels, shows that the police officials are rather lax in enforcing the laws. Finland has a limit of 25 miles an hour on the best roads by day, but at night this limit is cut down to 12 1/2 miles an hour. Bulgaria has some even farther. Drivers are forbidden to smoke or speak while driving through towns or other congested districts where the speed limit is from three to eight and a half miles an hour.

Al had wired his wife that he would be home Friday night. At midnight he hadn't shown up. His wife became nervous and wired four of the Indiana branches asking if Al was staying there. Along about six in the morning Al came in home, clothes wet and muddy, having had to change tires and fix several punctures. Shortly afterwards, telegrams began to come in. They all read, 'Yes, Al is staying here tonight.'—Flash and Fire.

Ruth and John, side by side, Went out for an auto ride; They hit a bump; Ruth hit a tree, John kept on going ruthlessly.

Railroad Officials Enjoy Tractor Trip Up Mt. Hood With 'Crag Rats'

The 'Crag Rats,' a civic organization of Hood River, Oregon, invited officials of the Union Pacific railroad to visit Cloud Cap Inn, near the snow line of Mount Hood, with a view to deciding on the merits of Mount Hood as a recreation center. At the time the officials found it convenient to make the visit, however, the road was deep with snow at points far below the inn.

Told of the impending visit, members of the Crag Rats made their way to Mount Hood and attacked the drifts in the road leading to the inn. Their chief weapon was a Fordson tractor with rail crawlers contributed by Noflin Corlier of the Corlier Motor Company, Ford dealer in Hood River. The tractor hauled a heavy-wooden sled. The snow averaged 12 feet deep. In drifts it ran frequently as deep as 30 feet. In one spot snow 50 feet deep was measured. The following day the party arrived and were taken by motor car to the snow line. The party numbered six and was composed of Carl H. Gray, president of the Union Pacific Railroad; F. W. Robinson, vice-president; A. S. Edmonds, assistant traffic manager; C. H. Sear, chairman of the finance committee of the board of directors; W. K. Cundick, general passenger agent; A. G. Spence, general attorney. At the snow line they transferred to a sled, provided with plenty of warm coverings, and were hauled to within walking distance of the inn by two Fordson tractors equipped with crawlers. Mount Hood was once an active volcano, and lava formations may be found on some of the slopes.

THEN THE FUN STARTED Little Boy—'I mean, may I have my top?' Motorist (who has just parked)—'Yes, but where is it?' Little Boy—'Stuck in the flat front tire of yours.'—Motorist.

Britishers Fail To Understand American Lingo

LONDON, July 16—If, while in England, you ask a garage man to lift your hood, don't be surprised if he takes your top down instead. Or, if he asks you how your bonnet happened to get so muddy, don't make the mistake of doffing your hat and inspecting it. The confusion lies in the difference in motor expressions between England and America. 'Hood' in England, is termed 'top' in America, and the word 'bonnet' takes the place of 'hood.' So it is with other words: Strangler for choke, saloon for sedan, screen windshield, accumulator for storage battery and so on.

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WILL COMPLETE OLD TRAIL CUT

Rebuilt Section Between Glens Ferry and King Hill Costs \$65,000

GLENS FERRY, Ida., July 15.—State highway improvements on the Oregon Trail just east of Glens Ferry, now under construction, will be completed and the new roadway opened to traffic about Sept. 1. It was reported here Wednesday at the construction company's headquarters. Eliminating two of the most hazardous railway crossings in southern Idaho and a dangerous drive along the north bank of the Snake river, the new highway, when completed, will fill a long felt need in this section and prove a boon to travelers and tourists. The improvements proper will consist of a mile and a half of new roadbed, with a 24-foot crown, 18 feet of which will be surfaced with a six-inch layer of gravel. The surfacing will be continued along the highway through the city of Glens Ferry for approximately one mile. The job involves no large concrete bridge structures and virtually all of the culverts are now in place. P.H. Completed The new roadbed will be laid in

the cut now occupied by the Oregon Short Line railway tracks and the contract called for the building of a fill on the outer edge of the cut to permit the shifting of the tracks to give room for the highway. Mr. Crooks said Wednesday that this fill, requiring the moving of approximately 25,000 yards of earth, had been completed and was accepted by the railway company. The work of moving the tracks is expected to begin immediately.

'The fact that this amount of blasting was done without halting railway traffic for a single minute is a matter of pride with us,' said Mr. Crooks. 'One mistake in the use of high explosives on the hillside would have blocked the cut with tons of dirt that would have required several days to move.'

At the present time the contractor reports that there remains about 10,000 yards of roadbed on the east end to be graded; however, virtually all of the blasting has been completed. Cost of the improvement is estimated at \$65,000, exclusive of the expense of moving the tracks, which will be borne by the railway company.

WHILE YOU WAIT Motorist—in service shop—'Are you the young man who is doing that rush job on my car?' Youthful Repairman—'Yes, sir!' Motorist—'Well, you're still looking well. Did you enjoy your golden wedding anniversary?'—Motorist.

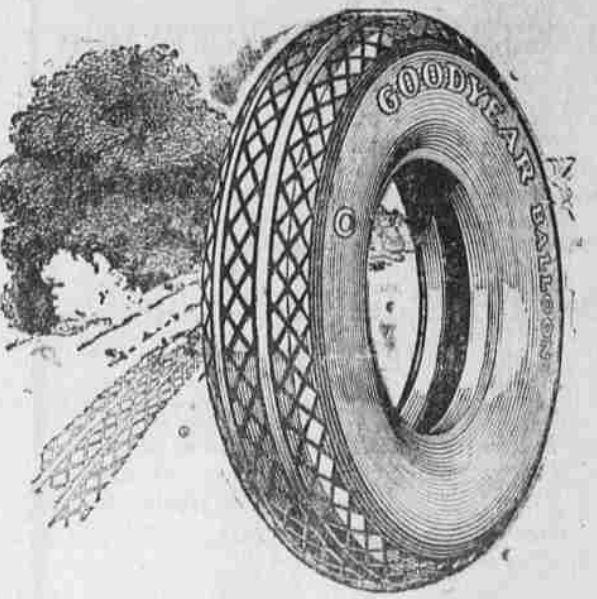


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