

# NATIONAL HIGHWAYS MEASURE PREPARED

## Senator Townsend Soon to Introduce Bill in Congress.

### BIG EXPENDITURE PLANNED

#### Government Under Proposed Law to Build and Maintain Two Trunk Roads in Each of States.

DETROIT, Mich., May 31.—One of the important measures of reconstruction that will occupy the attention of the new congress will be the bill providing for a national highway system on which Senator Townsend of Michi-

gans has been engaged since the session opened. The senator had a conference with representatives of the National Automobile Chamber of Commerce and others prominent in highway and national welfare movements and took advantage of that occasion to outline his plan for legislation. He expects to have his bill in shape for presentation to the senate in the course of the coming week. This bill will follow the general lines of one the senator introduced last winter, which was referred to the committee on postoffices and postroads. Senator Townsend, who was at that time a minority member of the committee, is to be its chairman in the present congress and the measure he sponsors will therefore have a better chance of a favorable report than it enjoyed on its previous presentation.

**New Bill to be Clearer.** Some changes will be made in its language before its reintroduction. These are under consideration now and were discussed at the conference this week as far as they were ready for formulation. In many cases they were verbal and technical alterations of the original provisions designed to clarify points of possible uncertainty and to meet problems arising out of the substitution of a national for a state policy of dealing with the interstate highways of the country. A number of constructive suggestions offered during the conference will be incorporated.

**Broadly speaking the purpose of the new bill is to provide for the building outright of highways of interstate importance, including those of national defense and for development of the national domain.**

The bill introduced by Senator Townsend last February aimed to accomplish these purposes by establishing a federal highway commission of five members to be appointed by the president with the senate's approval. This commission would have power to employ expert engineers and other professional aids to carry out its prime function of establishing, constructing and maintaining a system of national highways to comprise not less than two main trunk line roads in each state and joining the national highway system in the adjacent states and countries.

**United States to Put Up Funds.** These trunk highways are to be entirely under the control of the United States, except as to state police powers, and are to be built and maintained with federal funds, the project thus being a distinct departure from the federal aid plan of the past, whereby the United States government has contributed money to supplement state expenditures on local roads. The new plan, however, would extend only to the two trunk roads in each state, and all other highway development would still remain in the hands of local authorities as heretofore. It will not conflict with the existing law which provides for federal aid until 1921. The present law will continue in effect.

The selections of routes for the trunk highways is left to the judgment of the commission created by the bill and the order in which they are to be built is also to be determined by that body, subject, however, to a provision that the commission shall request state highway departments to recommend routes to be followed and shall not include any highway in a place having a population of 5000 or more under the latest available census except in portions where the district is sparsely settled.

Further provision is made that no money shall be expended in any state until its legislature should assent thereto, but the governor may give assent until the final adjournment of the first regular session of the legislature held after the passage of the law now proposed.

In consideration of the benefits to be derived by the state and as a condition precedent to constructing any highway under the law a right of way not less than 50 feet wide is to be furnished to the United States without expense to it by or on behalf of such state.

**\$400,000,000 in New Bill.** The expenditure contemplated under the new plan is expected to amount to \$400,000,000. Provision was made in the bill of last winter for \$425,000,000, where \$40,000,000 was to become available July 1, 1919, with \$75,000,000 for the fiscal year beginning July 1, 1920, and \$100,000,000 for each of the succeeding fiscal years.

It was also provided that the appropriation should be apportioned among the several states according to three

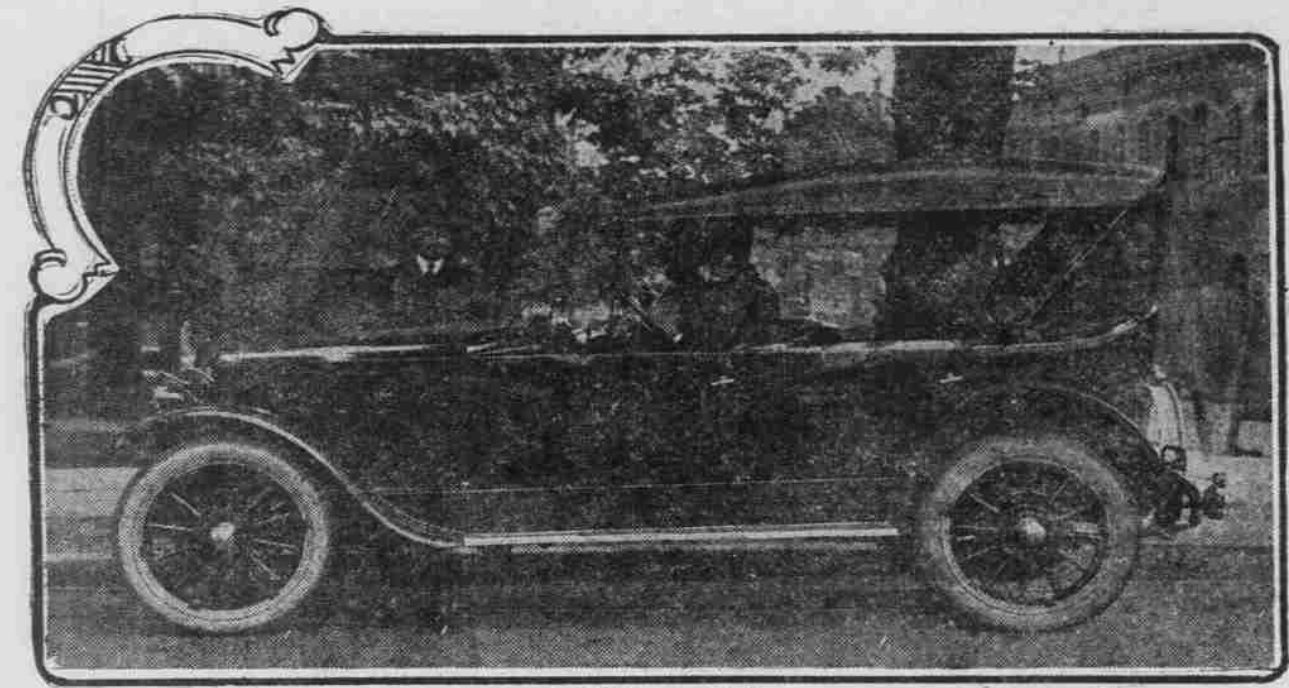
# GLOBE TIRES HAND MADE

## VOLUME OF ORDERS SHOWS SENTIMENT OF MOTORISTS.

### Long Mileage Feature of Tire for Which M. Sells & Co. Are Northwest Distributors.

Globe hand-made tires are attaining great popularity through the northwest, if volume of orders means anything. Since M. Sells & Co. became northwest distributors for Globe tires less than a year ago their sales have increased to a surprising extent. Strong agencies have been established in Seattle, Spokane and Tacoma. Motorists of these towns, like those of Portland, have not been at all slow in taking advantage of the long mileage built into Globe tires.

"One reason for the popularity of Globe tires with every motorist who has ever tried them," says Sidney G. Beck, department manager of M. Sells & Co., "is the fact that they live up to the claims made for them and more. They are guaranteed for 6000 miles, but that is only a small part of the story. It is nothing at all unusual for



Mrs. W. H. McGowan of Warrendale, Or., and her son Earl in Auburn purchased last week from Auto Sales company. Mr. McGowan is owner of McGowan's cannery on the Columbia river near Warrendale. The sale was made through J. C. Tamsieck for the Auto Sales company.

gan has been engaged since the session opened.

The senator had a conference with representatives of the National Automobile Chamber of Commerce and others prominent in highway and national welfare movements and took advantage of that occasion to outline his plan for legislation. He expects to have his bill in shape for presentation to the senate in the course of the coming week. This bill will follow the general lines of one the senator introduced last winter, which was referred to the committee on postoffices and postroads. Senator Townsend, who was at that time a minority member of the committee, is to be its chairman in the present congress and the measure he sponsors will therefore have a better chance of a favorable report than it enjoyed on its previous presentation.

**New Bill to be Clearer.** Some changes will be made in its language before its reintroduction. These are under consideration now and were discussed at the conference this week as far as they were ready for formulation. In many cases they were verbal and technical alterations of the original provisions designed to clarify points of possible uncertainty and to meet problems arising out of the substitution of a national for a state policy of dealing with the interstate highways of the country. A number of constructive suggestions offered during the conference will be incorporated.

**Broadly speaking the purpose of the new bill is to provide for the building outright of highways of interstate importance, including those of national defense and for development of the national domain.**

The bill introduced by Senator Townsend last February aimed to accomplish these purposes by establishing a federal highway commission of five members to be appointed by the president with the senate's approval. This commission would have power to employ expert engineers and other professional aids to carry out its prime function of establishing, constructing and maintaining a system of national highways to comprise not less than two main trunk line roads in each state and joining the national highway system in the adjacent states and countries.

**United States to Put Up Funds.** These trunk highways are to be entirely under the control of the United States, except as to state police powers, and are to be built and maintained with federal funds, the project thus being a distinct departure from the federal aid plan of the past, whereby the United States government has contributed money to supplement state expenditures on local roads. The new plan, however, would extend only to the two trunk roads in each state, and all other highway development would still remain in the hands of local authorities as heretofore. It will not conflict with the existing law which provides for federal aid until 1921. The present law will continue in effect.

The selections of routes for the trunk highways is left to the judgment of the commission created by the bill and the order in which they are to be built is also to be determined by that body, subject, however, to a provision that the commission shall request state highway departments to recommend routes to be followed and shall not include any highway in a place having a population of 5000 or more under the latest available census except in portions where the district is sparsely settled.

Further provision is made that no money shall be expended in any state until its legislature should assent thereto, but the governor may give assent until the final adjournment of the first regular session of the legislature held after the passage of the law now proposed.

In consideration of the benefits to be derived by the state and as a condition precedent to constructing any highway under the law a right of way not less than 50 feet wide is to be furnished to the United States without expense to it by or on behalf of such state.

**\$400,000,000 in New Bill.** The expenditure contemplated under the new plan is expected to amount to \$400,000,000. Provision was made in the bill of last winter for \$425,000,000, where \$40,000,000 was to become available July 1, 1919, with \$75,000,000 for the fiscal year beginning July 1, 1920, and \$100,000,000 for each of the succeeding fiscal years.

It was also provided that the appropriation should be apportioned among the several states according to three

corporate in the measure the best thought of the country on the subject and the National Automobile Chamber of Commerce, through Roy D. Chapin, chairman of its highway committee, is sending an appeal to all members of the chamber to co-operate by complying with this suggestion.

"The 6000-mile guarantee is only the factory estimate of the minimum service Globe tires should give. And users of them know from experience that the factory estimate has been a very conservative one. "Globe tires, it is true, cost slightly more than ordinary tires. They cost more because they are hand made, by the most expert tire builders, and because of the long mileage and endurance that is built into them. They return the slight additional cost many times over in increased mileage. That is what pays the car owner in the long run."

**TIRE SIZE AND SPEED READING**

Little Tag on Cadillac Guide in Regulation Speedometer.

Many little things about the Cadillac, important in their own particular way, are probably unknown to the majority of owners. One of these, for example, is a small brass plate on the right front wheel spindle which receives the speedometer shaft. This plate indicates the size tire for which the speedometer gears are designed in order to assure accurate reading. The tag is there in order to guide the owner in case he should care to

change the size of the tires on the front wheels. Few people, perhaps, take into consideration that an inch more or less in the size of a tire will cause a variation in the speed and mileage registered by the speedometer. Few people realize that a 25-inch cord tire and a 26-inch fabric tire have not the same actual diameter. If this tag should read "25-inch cord tire" it means that when the tire equipment on the front wheels is renewed it should again be 25-inch cord tires.

If, however, the owner wishes to use a 26-inch fabric tire, the gears in the speedometer should be changed, or the dial on the dash will show figures which are not true.

**MEDFORD MAN SPEEDS ALONG**

C. H. Pruitt in His Chevrolet Makes Fast Time.

C. H. Pruitt of Medford, Or., has established a touring record with his 490 Chevrolet. Leaving Medford at 6:20 A. M. one morning recently for the oil fields of Ranger, Texas, Pruitt warned that he would make the trip in ten days. The following morning at 11 o'clock he reached Stockton, Cal., and the follow-

ing night at 10 he checked in at Needles, Cal. From Medford to Needles the speedometer of Pruitt's car registered 1166.2 miles. With him he carried a passenger and 400 pounds of baggage. Judging from the speed made on the

first leg of his journey, Pruitt easily won his wager.

Sound the horn when approaching a turn in the road or the brow of a hill for another car may be coming toward

judging from the speed made on the

ing night at 10 he checked in at Needles, Cal. From Medford to Needles the speedometer of Pruitt's car registered 1166.2 miles. With him he carried a passenger and 400 pounds of baggage. Judging from the speed made on the

first leg of his journey, Pruitt easily won his wager.

Sound the horn when approaching a turn in the road or the brow of a hill for another car may be coming toward

judging from the speed made on the

ing night at 10 he checked in at Needles, Cal. From Medford to Needles the speedometer of Pruitt's car registered 1166.2 miles. With him he carried a passenger and 400 pounds of baggage. Judging from the speed made on the

first leg of his journey, Pruitt easily won his wager.

Sound the horn when approaching a turn in the road or the brow of a hill for another car may be coming toward

judging from the speed made on the

ing night at 10 he checked in at Needles, Cal. From Medford to Needles the speedometer of Pruitt's car registered 1166.2 miles. With him he carried a passenger and 400 pounds of baggage. Judging from the speed made on the

first leg of his journey, Pruitt easily won his wager.

Sound the horn when approaching a turn in the road or the brow of a hill for another car may be coming toward

judging from the speed made on the

ing night at 10 he checked in at Needles, Cal. From Medford to Needles the speedometer of Pruitt's car registered 1166.2 miles. With him he carried a passenger and 400 pounds of baggage. Judging from the speed made on the

first leg of his journey, Pruitt easily won his wager.

Sound the horn when approaching a turn in the road or the brow of a hill for another car may be coming toward

judging from the speed made on the

ing night at 10 he checked in at Needles, Cal. From Medford to Needles the speedometer of Pruitt's car registered 1166.2 miles. With him he carried a passenger and 400 pounds of baggage. Judging from the speed made on the

first leg of his journey, Pruitt easily won his wager.

Sound the horn when approaching a turn in the road or the brow of a hill for another car may be coming toward

judging from the speed made on the

ing night at 10 he checked in at Needles, Cal. From Medford to Needles the speedometer of Pruitt's car registered 1166.2 miles. With him he carried a passenger and 400 pounds of baggage. Judging from the speed made on the

first leg of his journey, Pruitt easily won his wager.

Sound the horn when approaching a turn in the road or the brow of a hill for another car may be coming toward

judging from the speed made on the

# MICHELIN

## 12 to 15% Extra Weight

One of the best ways to judge a tire is to weigh it, for mileage depends in a large measure on the quantity of quality materials. Of course weight might be due to many factors that do not improve quality, such as unnecessary wire in the beads, or weight-giving compounds. But once assured that only quality-giving materials are used, then weight is an excellent guide to durability.

in selecting tires, therefore, have your dealer weigh the different makes you are considering. You will find that Michelin Universals weigh 12 to 15 per cent more than the average, the percentage varying with the size of the tire.

This extra weight, due to extra quality rubber and fabric—and no one questions Michelin Quality—means that you have a right to expect extra mileage from Michelins. Yet Michelins cost no more than ordinary tires.

**MICHELIN TIRE CO.**  
Wholesale Only.  
227 OAK STREET.  
Phone Broadway 3242.

# TALBOT AUTO SUPPLY

## MICHELIN TIRES

72 Broadway Phone Broadway 1214

ing night at 10 he checked in at Needles, Cal. From Medford to Needles the speedometer of Pruitt's car registered 1166.2 miles. With him he carried a passenger and 400 pounds of baggage. Judging from the speed made on the first leg of his journey, Pruitt easily won his wager.

Sound the horn when approaching a turn in the road or the brow of a hill for another car may be coming toward judging from the speed made on the

# Stanwood Safety Step Plate

for Automobile Running Boards

Rubber molded on a perforated metal plate, 24 projecting ribs. Size, 5 1/2 ins. wide, 1 1/4 ins. long. Keeps the car clean. Assures safety. Adds to car refinement. Quickly applied. Will not mat down or discolor. Odorless.

**TYPE C—PRICE \$1.60**

Patented 5-3-1918 and 9-15-1918

# The Stanwood Accelerator Heel Plate

The Accelerator Heel Plate furnishes a stable position for the heel when operating the pedal. Prevents wearing a hole in the floor covering of the car, and is also used on the running board shield as a toe and heel guard, as illustrated above. This plate is constructed on the same principle as the one above.

Size of plate 4 ins. wide, 1 1/4 ins. long. PRICE 85c EACH

**STANWOOD EQUIPMENT CO., CHICAGO, ILL.**

DISTRIBUTORS

**CHANSOR & LYON CO.**  
**BALLOU & WRIGHT**  
**MARSHALL-WELLS HARDWARE CO.**

# Another FEDERAL

Not an unsold Federal in Oregon. This condition exists notwithstanding the close succession in which carload shipments have arrived from the factory. Not one customer has refused to wait for a Federal, although delivery could be had on other trucks. Immediate need of a motor truck did not influence them to disregard the after years of dependable service that Federal quality assures.

Place your order now.

A Size for Every Business  
Service for Every Owner

## William L. Hughson Company

60 N. Broadway at Davis Bdw. 321  
San Francisco, Oakland, Los Angeles, San Diego, Seattle, Portland

# COFFEY & CONWAY

## TIRE SPECIALISTS

68 Broadway, between Oak and Pine  
EXPERT TIRE SERVICE  
SILVERTOWN CORD REPAIRING  
OUR SPECIALTY

ALL WORK GUARANTEED  
LET US KEEP YOU OUT OF TROUBLE

We carry a large stock of GODFRID TIRES and Tubes and are in a position to give you the best of service. See us before buying

TELEPHONE-BDWY. 1398

**New 1919 Catalogue Ready**