MILLIONS ARE SPENT ON GOOD PAVED ROADS

California's System of Highways to Cost \$73,000,000.

COUNTIES ADD \$40,000,000

Arteries of Travel Extended Into Agricultural and Fruit Growing Districts, Greatly Aiding Farmer.

SACRAMENTO, Cal., July 19.—The state of California on July 1, by the overwhelming vote of more than 7 to 1, favored the issuing of \$40,000,000 in overwhelming vote of more than 7 to 1. favored the issuing of \$40.000.000 in bonds to complete her great system of paved highways being constructed at a total cost to the state of \$73.000.000. In addition the counties already have voted \$40.000.000 for bridges and paved roads connecting with the trunk lines and laterals. To all these millions is to be added another \$10.000.000, which is to be the federal government's share in this state, \$2,500.000 of which is expected to be available this year.

In the year 1910 the state launched a comprehensive road building programme by voting to issue \$18,000,000 in bonds. It soon became apparent that this would be insufficient to meet the requirements, so in 1916 another bond issue was carried by even a greater majority calling for \$15,000,000.

With the start made through the funds derived from the sale of the two issues aggregating \$23,000.000, the state now is ready to proceed with its highway plans which have been broadened as the arteries of travel have been

highway plans which have been broad-ened as the arteries of travel have been extended into agricultural and fruit-growing districts with the result that the farmer has been given a depend-able year-round outlet for the marketing of his products.

Result Already Wonderful.

This remarkable enthusiasm over good roads has been equally as pro-nounced in rural communities as the advent of smooth highways was greeted by the city man and motorist. The result already has been wonderful, and today California has more than 3000 miles of highways forming a network

miles of nighways forming a network throughout the state over which het millions in products annually are hauted during all seasons of the year. The latest bond issue will enable extensions to be made into every locality of any consequence and every section of the state connected with over 5009 miles of scenic and scientifically graded highways.

graded highways.

As a direct result of this movement for road improvements, California to-day has more miles of concrete high-

have been constructed, the commission for its of the contract and touch the points of production in an anner never before attempted by any other state of the union. Already the system has half-way paid for itself through the improved marketing conditions and the bringing of producer several hours, and in many cases, days, nearer the selling or shipping point.

This has caused motor trucks to gradually take the place of the animal-drawn vehicle, and today the great valleys from the Oregon line to Mexico are lined with motor-driven freight and express? cars in successful competition with the steam and electric railroads.

California Farmer to Be Envied,
The system of good roads not only enables the grower to get his grain, vegetables, fruit, melons muts and other products to market at the opportunities, but gives him a dependable means of transportation which insures him against losses which so often happen in isolated districts where bad roads make it physically impossible to hall but a very small part of his crops. These conditions have placed the California farmer in a most envisible position and have materially increased the values of his lands and products as well. It has brought about a quick means of transportation and communication, with the result that organizations have been fostered for the benefit of all interests. For hundreds of miles up and down the Sacramento and San Joaquin valleys the dairy farms dotting the price has great the result that organization and sections that but feel and the result that organization and communication, with the result that organization and communication with the result that organization and down the Sacramento and San Joaquin valleys the dairy farms dotting the principal towns, cities and sections that but few Joaquin valleys the dairy farms dotting agricultural and other productive dis-

sup and down the Sacramento and San Joaquin valleys the dairy farms dotting the rich agricultural districts literally have been brought under one marketing system, which makes it possible for the producer to get a better price for his milk and butter fat and deliver it without difficulty in winter and summer alike.

California, which aiready has worked out and has in successful operation perhaps the best system of marketing crops in the whole country as it applies to perishable and other products requiring quick transit, has profited to an extent almost beyond figures to relate from these highways. Examples of this might be given in fruit and berry-growing districts, where an immense tonnage must of necessity be handled without delay, once the crops begin to mature.

Over these excellent paved highways the grower thinks nothing of driving 25 to 50 miles with his automobile or truck, carrying berries, asparagus, peaches; apricots, grapes, prunes, beans, etc. The canneries and packing houses have thus been enabled to operate almost the year round by reason of the increased transportation facilities to bring to them his crop when they can best use it, and when it is ready to be sold.

Food No Lenger Wasted.

It is no idle expression that before the advent of the good roads in many of the presented and control and supervision of the lighway commission, including the right of way, trees and all ornamental gardens, the signs and crossings. This method prevents objectional advertises and potential and other productive districts.

Experience has shown that but few are opposed to the advent of good roads but on the other hand almost invariably have co-operated to the full-stream opposed to the advent of good roads in many of the productive districts.

Experience has shown that but few are opposed to the advent of good roads but on the other hand almost invariably have co-operated to the full-stream opposed to the and shown in the delivery for the state. Congratively few condensation proceedings have yet been instituted.

communities enough food was wasted through inability to get it to the shipping point or market to feed several states. The whole proposition has been so systematized through the medium of good roads that the farmer loses but little of his yield and gets the top price for a larger and much better quality with less worry.

While benefiting the farmer and fruit and vegetable grower, the pleasure and recreational side of the highway improvements has added vastly to the inverset, population and wealth of the rate. The number of inhabitants amped up 35 per cent during the first for year fellowing the 1910 bond issue, and is growing at an even greater pace at the present time.

The wonders of the state have been brought within easy and comparatively inexpensive accessibility to all citizens together with a deeper appreciation of the state's possibilities and what nature has endowed her with. A broader grap is constantly being taken of the mountains, valleys, lakes and farms by a very large class that is not included in the general run of tourists and sight.

The motor vehicle department is self-supporting.

The motor vehicle department is self-supporting and is allowed to retain 10 per cent of the total receipts of motor vehicle department is self-supporting and is allowed to retain 10 per cent of the total receipts for that

ionist and motorist untold pleasures ind happiness. Everybody talks and coosts their good roads, rides over them

boosts their good roads, rides over them in their filtyer or limousine, as the case may be, and enjoys their lasting benefits to rich and poor alike.

Sections of the state where, in the days of poor roads, whole communities were isolated from the other districts and trading points, particularly during the rainy weather, have been brought together and into contact with the high-power voltage of progress with the result that every hamlet has felt the pulsations of the spirit of the new era that was ushered in when the state inaugurated its extensive road-building campaign.

There is no north, south, east or west, and the intermingling of its people un-

and the intermingling of its people unquestionably has laid the foundation for the accomplishment of even greater things in the future as the finishing touches are put on the connecting links nd cross laterals now possible under e new bond issue.

legislature.

RHINE METHODS APPROVED

Peace Council Agrees on Reply to

German Inquiry.

PARIS, July 19 .- The supreme coun-

LOS ANGELES, July 19.—Prosecuting attorneys will fight against any move to have the question of insanity inject-ed into the trial of Harry S. New, they

announced today after New pleaded not guilty to an indictment charging him with slaying his fiancee, Miss Freida Lesser, in Topango canyon sev-

In its present stage of construction In its present stage of construction the California highway system constitutes what in most states would be considered very near perfect and uniform; but on account of the great benefit derived from the improvements already made, it was decided to invade the remotest regions by traversing the mountain fastnesses and virgin forests in regions not already invaded by the engineering forces that a better appreciation of the grandeur and beauty of nature's handiwork might be gained and enjoyed by all travelers.

Two Main Lines Cross State.

PARIS, July 19.—The supreme council of the peace conference yesterday approved the reply to the memorandum of the German peace commission on the methods to be followed in the application of the clauses of the peace treaty concerning the Rhineland. The reply specifies the powers of the allied commissioners and their relations with the German administration.

The council continued today its examination into the question of the number of troops to remain in the Rhine region until complete execution of the peace treaty. Two main trunk lines of highway have been built extending from the Oregon state line practically all the way to the southern extremity. With the exception of a small gap in the the exception of a small gap in the north, these boulevards have been completed and are in use, one passing down the coast, while the other traverses the Sacfamento, San Joaquin and lower valleys below the Tehachapi mountains to San Diego. These wonderful highways, paved their entire distance, carry the burden of traffic and parallel each other, the widest divergence being a little more than 100 miles.

Branching out from these trunk lines and crossing the mountain ranges and

and crossing the mountain ranges and foothills is another wonderful system of paved roads, while others have been

of paved roads, while others have been layed out and are included in the final programme.

Under the revised plans the state will provice a splendid driveway for the farmer and motorist no matter what direction he sets out to follow, whether it be to climb into the mountain range to the fringe of perpetual snow, or speed up and cown the valleys or across to the seashore.

This great engineering work of blaz-

or across to the seashore.

This great engineering work of blazing trails for civilization and the comforts and pleasures of life to lead the way into former isolated districts, eventually to see finished highways hewn out of solid rock and ravines and mountain gorges spanned by steel and concrete bridges and ornamental trestles, has been carried on under the direction of the California birthyse. direction of the California highway commission, which was born of the state engineering department and given its power by act of the legis-

lature.

Although various types of highways have been constructed, the commission from the outset adopted a standard plan of solid concrete as a base, with layer of rock screen and bituminous oil with cement concrete surfacing.

It is no idle expression that before the advent of the good roads in many of the present-day leading marketing communities enough food was wasted through inability to get it to the shipping point or market to feed several states. The whole proposition has been so systematized through the medium of good roads that the farmer loses but little of his wield and cets the ton price.

pensive callroad or stage traveling with relatively high hotel and other expenses. In California today the most noted resort, the famous parks and playgrounds, is on the pathway of playgrounds, is on the pathway of thousands of admiring motorists who set out to see things in their own way.

Highways Lined With Autos.

These highways at this senson of the year literally are lined with automobiles going to and from the mountains and seashores, and affording the vaca-

seen the wisdom of the uniform regulations. Much credit for the success of its undertaking is given to that

ANNUAL CONVENTION TO BE HELD IN SPOKANE MONDAY.

Prominent Men of Northwest Scheduled for Addresses on Good Roads and Industrial Problems.

SPOKANE, July 19.-The Washington Stokans, July 19.—The Washington State Chamber of Commerce, comprising 18 chambers representing all parts of the state, will hold its annual meeting in Spokane July 21. The programme will be an extensive one and will include addresses by preminent men of the northwest.

William Short president of the Washlegislature.

In order to do away with the red tape and expedite matters, the legislature passed a highway bond act and also an enabling measure combined, by amending the constitution. This made it possible to vote for the \$40,000,000 bond issue while approving the constitutional amendment.

men of the northwest.

William Short, president of the Washington Federation of Labor, will address the convention on labor problems from the point of view of the federa-

from the point of view of the federation.

N. B. Coffman of Chehalis, president of the Washington Good Roads association and prominent in the state and northwest, will discuss the rural development of the state and the promotion of better community life.

Dr. E. H. Lindley, president of the University of Idaho, will discuss some phases of industrial relations, upon which he is an authority.

E. M. Chandler, engineer and director in charge of the Washington state reclamation service, will give an address on the reclamation possibilities of the state, with a brief survey of the natural resources of the state.

The sessions of the State Chamber of Commerce at-which these addresses will be given will be open to the public. Brief executive sessions, in which only accredited delegates will be given a voice, will be held for the transaction and the parameter of the properties of the state of the public of the transaction of the properties of the properties of the properties of the public of the properties of the public of the properties of the public of the

of the peace treaty.

INSANITY PLEA OPPOSED

Trial of Harry New for Murder of
Sweetheart Set for October 27.

LOS ANGELES, July 19.—Prosecuting

only acttedited delegates will be given a voice, will be held for the transaction of state chamber business.

Automobile parties, it is planned, will make the trip to Spokane from Seattle and Tacoma, stopping en route at Yakima and Walla Walla. The return trip from Spokane will te made by the northern route, making a stop at Wenatchee, according to present plans.

Lumber Commissioner Coming.

SEATTLE, July 19 .- A. H. Oxholm lumber trade commissioner for th United States department of commerce is expected to arrive in Seattle Mon-day next to Inspect the lumber industry peral weeks ago.

Judge Gavin Craig set October 27 for his trial.

Read The Oregonian classified ads.

During his stay in the northwest Mr. Oxholm will address the annual convention of the West Coast Lumbermen's association, to be held on Mount Rainier July 36 and 31.





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Test

Take sample

piece of tube 1/4

in. by 3 in. Stretch

to 9 in. or three times its original

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edge with the scis-

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tears apart the rubberisinferior.



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