

FEDERAL ROAD LAWS ARE MORE FLEXIBLE

Amendments Increase the Amount Available per Mile.

HOUSTON MAKES REPORT

Secretary of Agriculture Points Out That Few Main Roads Now Are Not Eligible for Aid.

Amendments to the federal aid road act passed last February, have greatly facilitated the work of putting the country on a good roads basis, in the opinion of David F. Houston, secretary of agriculture. These amendments, in brief increase from \$1,000 to \$20,000 per mile the amount of federal funds that may be expended by one road and considerably broaden the definition of what constitutes a rural post road. The act, as it now stands, says Secretary Houston, in his annual report, places only three limitations on the type of road which may be built, as follows:

"That the roads shall be 'substantial in character.' This means that the road must be so constructed that it will carry the prospective traffic with such maintenance expenses that the total annual charges will represent a reasonable expenditure for the public service rendered by the highway. It is to the interest of the states that the roads on which federal funds are used be substantially constructed, because the law requires them, on their civil subdivisions, as a prerequisite to receiving further funds, to maintain properly all roads built with federal aid. There is nothing in the law which restricts types of construction between narrower limits than those established by sound finance and good engineering practice.

"Substantial Roads Favored. "That the amount contributed from the federal treasury in connection with any road shall not exceed 50 percent of its cost or \$20,000 a mile. The main thing is to build a road that will stand the traffic in the particular section of the country where it is constructed. The roads in certain regions may require a heavy, comparatively high-cost type of road, while in others a lower cost type may meet all the requirements.

"Sentiment is growing throughout the country, even in the newer sections, in favor of more substantial roads. The people are beginning to realize that the expense of maintaining the lighter traffic types under heavy traffic is unbearable.

"That the road must be a 'rural post road' as defined in the act, amended; that is, any public road or a portion of which is now used, or can be used, or forms a connecting link not to exceed 10 miles in length of any road or roads now or hereafter used for the transportation of the United States mails, under the original wording of the law, federal funds could be expended only on roads upon which the United States mails now are or may hereafter be transported.

"This feature was the most troublesome to the highway department in the various cases which required a definite determination in each case of the actual post route status of the road, which in many instances involved delays in many instances.

"Few Roads Not Eligible. "Under the new definition, very few important roads, if any, will be barred from federal aid. If all the other requirements of the act are met.

"Following the amendments to the act, the regulations governing its administration and the standards for plans, specifications and estimates were modified, and one of the most successful former state highway engineers in the country was placed in charge of the federal aid road work. He has at his disposal a large staff of local and district engineer aids, and no money will be needed to provide any further federal assistance that may be needed.

"An advisory committee, composed of representatives of the state highway departments, selected at the request of the department, by the American Association of State Highway Officials, with due regard to geographic considerations, also has been appointed to work in close touch with the federal bureau, meeting with its officers at stated periods and at such other times as may seem desirable.

Secretary Houston believes that the federal government should continue its present policy of participation in road building operations by the appropriation, if the financial condition of the nation will permit, of \$100,000,000 for at least each of the four years beginning with the fiscal year 1922, to be expended under the terms of existing legislation.

TRUCK BUSINESS GOOD

SO DECLARES COAST MANAGER FOR WHITE COMPANY.

Oregon and Washington Said to Be Among Best Truck Markets in the Country.

Oregon and Washington and for that matter the entire northwest lack sufficient transportation units. They need more motor trucks.

This is the assertion of G. A. Uehring, Pacific coast manager of the White company, who recently was in Portland, following a visit to Tacoma and Seattle.

"The demand for trucks is enormous," said Mr. Uehring, "and there seems to be no end to the demand. This is especially true of the new double reduction gear drive White heavy duty trucks. Our dealers here are swamped with orders of tradesmen who have other trucks want the White after they have seen it work.

"Portland is doing her best to corral all the business in Oregon. The shipyards are making good and are all working; that means the steel yards. Grain crops have been large this year and hundreds of farmers who in years past used horses to get their crops to market are using trucks this year. They can afford to make the change now that prices are high, and they are making it.

"We are enlarging our service stations in Portland and Seattle. In Seattle we have just moved into a large new building and in Portland we are making changes, enlarging the plant and making it easier to get in and out.

"The truck industry of the Northwest is doing well. It is the best of California. Yet many trucks were

and want good trucks. The farmers have had enough of these fly-by-night machines that do not last. They are now willing to pay real money for real value and they are doing it."

AUTOS BEFORE LOCOMOTIVES

Motor Cars Legislated Off Roads of England in 1830.

The automobile, which history presents as the father of the railway locomotive, was legislated off the roads of England in 1830. Its wheels were breaking down the highways.

The situation is quite different today. Its wheels are building up the highways—making hard roads of the type that will endure for many generations.

The passenger car came and the farmer desired good roads as an aid in breaking down his social isolation. Finally, now that the freight truck and the express truck are coming into their own, the farmer, the business man and the ultimate consumer are demanding good roads in many sections of the country as a means of breaking down the last economic transportation barrier between producer and consumer.

Incidentally, it may be interesting to know that the reason the automobile with its steam engine, outlawed in 1830, was able to come back upon the highways with a gasoline engine

NOT MUCH HOPE FOR MORE MOTOR CARS

Shortage Declared Certain to Continue Next Year.

PACKARD MAN TELLS WHY

Sales Manager of Big Company Declares Cost of Production Prevent Lower Prices.

With the existing labor difficulties, the scarcity of the proper types of railway equipment to haul the raw material to the factories and to transport the finished product from the plants and the unprecedented demand

is a marked shortage of many vital elements that enter into the composition of motor vehicles, and the producers of these materials are suffering from the same handicaps that motorcar manufacturers suffer. Then, again, the motorcar manufacturer is faced with the same problem that all large manufacturers face who manufacture goods suitable for export.

"There is a big export field opened to American products on account of the war and now is the logical time to cultivate it, as we have at least a year's start on the European manufacturers. To properly cultivate this field and gain a strong foothold, a larger percentage of manufacturers' products will have to be exported than before and this supply will have to be taken from the supply that would ordinarily have gone to United States consumers.

"So far as meeting the demand, we will not be able to catch up with that for years, for there is a potential demand for motor vehicles all over the world.

"In the United States alone there are six men who are able to own and operate cars or trucks to every one who owns one. There is a very small percentage of our roads improved to such a stage that automobiles could be driven over them economically, but with the rapid extension of our good roads systems in every state, a demand will be created that will more than offset any increase for years. "As to prices, I do not see how any

NOW COMES SEASON OF WET PAVEMENTS

Drive Slowly is the Only Safe Rule to Follow.

SPEED IMPERILS OTHERS

Taking a Chance is Main Cause of the Many Automobile Accidents in Big Cities.

Now that the rains have started, a little advice is in order pertaining to the matter of driving in wet weather. It is just as easy to drive when it is wet as it is when the roads are dry, comparatively. The only difference is one of speed. If you drive carefully and do not try to speed on wet roads and streets you will have no trouble.

When streets and roads are wet, skidding is easy if the car is driven rapidly and the brakes applied suddenly. It is a great deal better to make haste slowly. Do not try to turn suddenly, or the tires will skid. In fact, do everything deliberately and you and your car will last a great deal longer.

It is easy to stop a car when it is slippery if the brakes are applied gradually. If you jam on the brakes and lock the wheels the rear end will swing around.

In fact, in the operation of a motor car the first rule to remember is to do nothing suddenly. Make all your moves with coolness and decision. Be sure that you are right, and then go ahead. When you turn, give the man behind a chance to get out of the way by warning with your arm, or if you have a closed car use a signal.

When you stop, let some one else besides yourself know about it. Don't stop in the middle of the road, a habit that too many people have. This is a dangerous practice, especially if you do it suddenly. When you start from the curb, if you have your car parked on a down town street, take a look round and see if anybody is coming. Don't swing out and then curse if some one nearly rams you.

The average American is very prone to take a chance. We all do it, and are noted for it. Take all the chances you want with yourself, but not when you are driving an automobile. You can't escape yourself, but damage some one else.

EUROPE TURNS TO SIXES

MANY OF THIS TYPE OF MOTOR AT PARTS SHOW.

Adoption by Europeans Indicates Faith in Correctness of the Six-Cylinder Principle.

The trade representative sent to the Paris automobile salon by the Malbohm Motors company of Sandusky, O., has made some interesting predictions concerning the future of the six-cylinder car. The design was agreed upon five years ago by the Malbohm engineers for the same reasons now manifesting themselves at the Paris show.

"This is the first exhibition of its kind held in Europe since the outbreak of the war," said A. M. Beaver of Portland, who has received excerpts of this report, "and for that reason is full of significance to the student of the automobile market here and abroad. It reflects the general tendency of design which has been influenced by four years of the hardest test ever given to any mechanical product.

"For this reason it was to be expected that a great improvement in design and construction would be noticeable and this has been the case.

"It was also expected that the four-cylinder engine would predominate at the Salon, but the great surprise

Maibohm Thirty-one years ago the name Maibohm was first stamped on the sill of a fine carriage. Four years ago this seal, which, through the years had come to mean business integrity and uniform worth of product, made another impression—this time on a motor car. For over a quarter century Maibohm has stood for the exceptional—in design, skilled manufacture and universal value. Its motor car of today stands pre-eminent as the masterpiece of a successful business career. A. M. Beaver Motor Co. Temporary Location 354 East Broadway at East Third St. Phone 319-43 MAIBOHM MOTORS COMPANY SANDUSKY OHIO

COLORADO HAS BIG ROAD TAX

Citizens Assess Themselves Total of \$6 Each for Highways.

DENVER, Dec. 20.—Recognizing the value of good roads to any state, the taxpayers of Colorado have pledged themselves to contribute the sum of approximately \$6 for each resident to improve the bridges and highways of the state. This will mean a total of \$6,000,000 for this purpose. The money is to be raised by direct taxation during the coming year, the average per capita expenditure being figured in excess of \$5 a person, together with the gasoline tax and the license tax, which will increase this to about \$6 for every man, woman

and child in the state. This amount is based upon reports received from 35 counties of the state by the office of the Colorado tax commission.

That this will place Colorado in the front rank of states for good roads and that it makes the state one of the first to attempt the direct taxation method of securing so large a sum for road improvement is the belief of the commission. Most of the other states, the commission asserts, have resorted to large bond issues to build bridges and improve their roads.

Don't read letters or books when crossing the street. Don't talk to your friend, but keep your mind on the fact that you are crossing a street.

MACK PERFORMANCE COUNTS Open Your Eyes to Motor Trucks AN OPPORTUNITY now is being offered everybody interested in motor truck construction to see for themselves. You no longer need remain in the darkness of ignorance. Quit groping. You long have wondered how one truck can be any better than others. You have heard what salesmen have to say but you have not seen the reason for yourself. You Can See It Now Call at our salesroom and inspect the MACK truck chassis turned over on its side. Every working part is exposed to view and all are in operation the same as when on the road. This is a spectacular method of impressing your memory, yet it is practical and educational. The MACK is the most thoroughly engineered truck on the market. It is a completely manufactured unit. It is built of many parts, each designed by MACK engineers with the idea in mind of its relation to the complete truck. In this it differs from the assembled truck, which is cobbled together from parts chosen indiscriminately. You can see the results in MACK performance. You can see how these results are accomplished by inspecting the chassis now on display. International-Mack Corporation Tenth and Davis Sts. Broadway 691



DELIVERING UNCLE SAM'S MAILS WITH A FORDSON TRACTOR.

IT BROKE RURAL DELIVERY TRAILS WHEN AUTOS AND TEAMS COULDN'T GET THROUGH. HARRISBURG, Or., Dec. 20.—(Special.)—Rural mail was delivered on route No. 1 last Monday for the first time since the big snow storm. It was a Fordson tractor that made mail delivery possible. The picture shows the tractor with C. E. Booth at the throttle and W. P. Duncan, rural mail carrier, in the cutter. This route of 25 miles was covered in about four hours by use of the tractor, and 115 patrons were served. Most of the roads were entirely unbroken, and snow averaging from a foot to 18 inches deep.

three-quarters of a century later was that a process had been discovered by which rubber could be vulcanized. This means a layer of protection for both between wheel rim and built-up highway.

The development of the giant pneumatic cord tire and its use by motor express and freight operators, who trip and more protection to the goods hauled, has taken away the last possibility that the motor vehicle will injure the road more than does any other means of road transportation.

It was the army's experience in France that caused the American people to awaken to the possibilities of motor transportation combined with the efficient system. These improved the splendid web-work of hard roads in France that the fighting army of America was fed by a wonderfully efficient system. Improved roads gave the big army trucks an avenue of approach.

"Meanwhile, in America the railroads found themselves very much overworked. The trucks came to the rescue here as they had on the battle front. They relieved the railroads by carrying freight long distances in those sections of the country where there was need and stretches of good highway could be connected up. Because speed was highly essential and demand required even the cleaning of production they also acted as feeders of the railroads.

WOMEN CAREFUL DRIVERS

Kansas Police Chief Says More Men Violate Laws Than Women.

LAWRENCE, Kan., Dec. 20.—Chief of Police Monroe does not cling to the prevalent belief that men are the better automobile drivers. In fact, he is positive that the men are not and backs up his statement with the declaration that for every woman brought into the police court here for violation of the traffic ordinance or speeding, 50 men appear "on the carpet."

decrease can take place for a long time, but do anticipate a still further advance of price.

Price Based On Production Cost.

"The decline in prices of motorcars which began some years ago still continued after the world war started because the increase of output and increased efficiency of manufacturing methods more than offset the increase in price of most other commodities. Even when the tide turned and prices of motor vehicles began to advance the climb was not so sharp as shown in nearly every other line of manufactured products. The advance was due, at first, to decreased production, resulting from the demands of war on the motorcar factories and while we are swinging back very rapidly to the volume of two years ago we are using elements in the composition of motorcars that have advanced much more sharply in price than the finished product; increased efficiency tends to offset this somewhat.

"European and other nations are bidding strongly for the same products which this nation desires and they will continue to bid the market up until they can get into production themselves or get surplus stocks on hand and it is impossible to say just how many weeks or months that will take.

"From the Packard point of view and I would add from all viewpoints, it would be wise for every man who can use a motor vehicle to advantage to assure himself delivery of such vehicle at the earliest practical date, for he is buying on a rising market and a delay of a few months even will require a larger investment in automotive transportation than at present."

Factors Trying Hard.

"There were 6,000,000 motor vehicles in the United States last January, by official figures and, according to the records, the average length of time for a man to own a car is three years. "With a production of 2,000,000 cars for this year, one-third of the present owners can be supplied with new cars, leaving none for new buyers, if the law of averages for renewals holds good.

"Every large motorcar manufacturer is striving to increase production and reach the volume attained before we entered the war, but progress along that line is slow, due to many conditions beyond the manufacturers' control. For instance, there

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