

NEXT PRESIDENT IS A GOOD ROADS MAN

Ten Candidates Declare for Importance of Highways.

BIG PROGRAMME URGED

Both Republican and Democrat Possibilities Are United in Support of Better Roads.

If the next president of the United States has his way, as presidents not infrequently do, there will be no trouble about backing up the national good roads programme during the next four years. The next president is a good roads booster. This is not only logical, but practically assured by his own words.

There is any reason to doubt that the sentiments quoted are in fact those of the next president, assurance may be given that the chances are about ten to one that no mistake has been made. He would have to be a very dark horse to be missed. For safety the statements of ten prospective nominees are reproduced, and the travel and transport bureau of the H. F. Goodrich Rubber company attests to their authenticity. Without exception the candidates have come clean, as the saying is, raking party and platform on this one thought for all the people.

It should be added for the benefit of political forecasters that no significance attaches to the order in which the statements appear. The sequence was arranged by W. D. Albright, district representative of the Goodrich bureau. The statements of the candidates follow:

Hoover Urges Organization.
Herbert Hoover—Arguments for good roads are so evident that they need no reiteration. What is needed is organization to maintain what we have and to build more roads. Much of this must depend upon purely local effort and it is by the creation of organization to build up such activities that our country makes its best progress.

Senator Warren G. Harding—Transportation has made every avenue of civilization. There is no advancement in production and exchange until there are highways to facilitate the transportation involved. We shall enhance the advantages of American production when we add to the convenience of transportation through the construction of highways suited to use of modern motor vehicles. It is the one agency of putting every community in the republic on the way of commercial progress.

Governor Frank O. Lowden—Good roads mean greatly lessened transportation costs. They increase the value of the farms. They make consolidated rural schools possible. With good roads life becomes easy and agreeable in the country and the flow of our young men and women from the country is checked.

Railroads Are Overloaded.
William G. McAdoo—The failure of the railroads to keep pace with the growth of the country has developed a transportation problem which seriously menaces our economic development and prosperity. It will be many years before the railroads can be brought up to the required standard. Meanwhile our best chance of immediate relief is great systems of state highways, so laid out and constructed as to supply the automobile and motor-truck the additional transportation facilities the country imperatively needs. I strongly favor the construction of good roads everywhere through both state and national aid. After we build them we must maintain them by an intelligent system of superintendence. Let us keep our highway departments out of politics and in the hands of the best engineering and business talent of the country.

Major-General Leonard Wood—An adequate good roads system is the commercial lifeline which makes the proper co-ordination of the requirements of producer, manufacturer and consumer. The need for such a system was strikingly demonstrated during the war, and it is as great now as it ever was. Good roads mean better and more productive farms, bringing remote rural sections into closer touch with the markets. By providing something which makes possible the development of farms we perform a service of inestimable value to the country as a whole.

Bryan for Peace Roads.
Attorney-General A. Mitchell Palmer—The national system of transportation and distribution is so essential that every possible facility must be provided to encourage producers of farm commodities and merchants to increase production. The improvement and use of public highways in addition to airways, railways and waterways are avenues of conveyance vital to the progress and prosperity of the people.

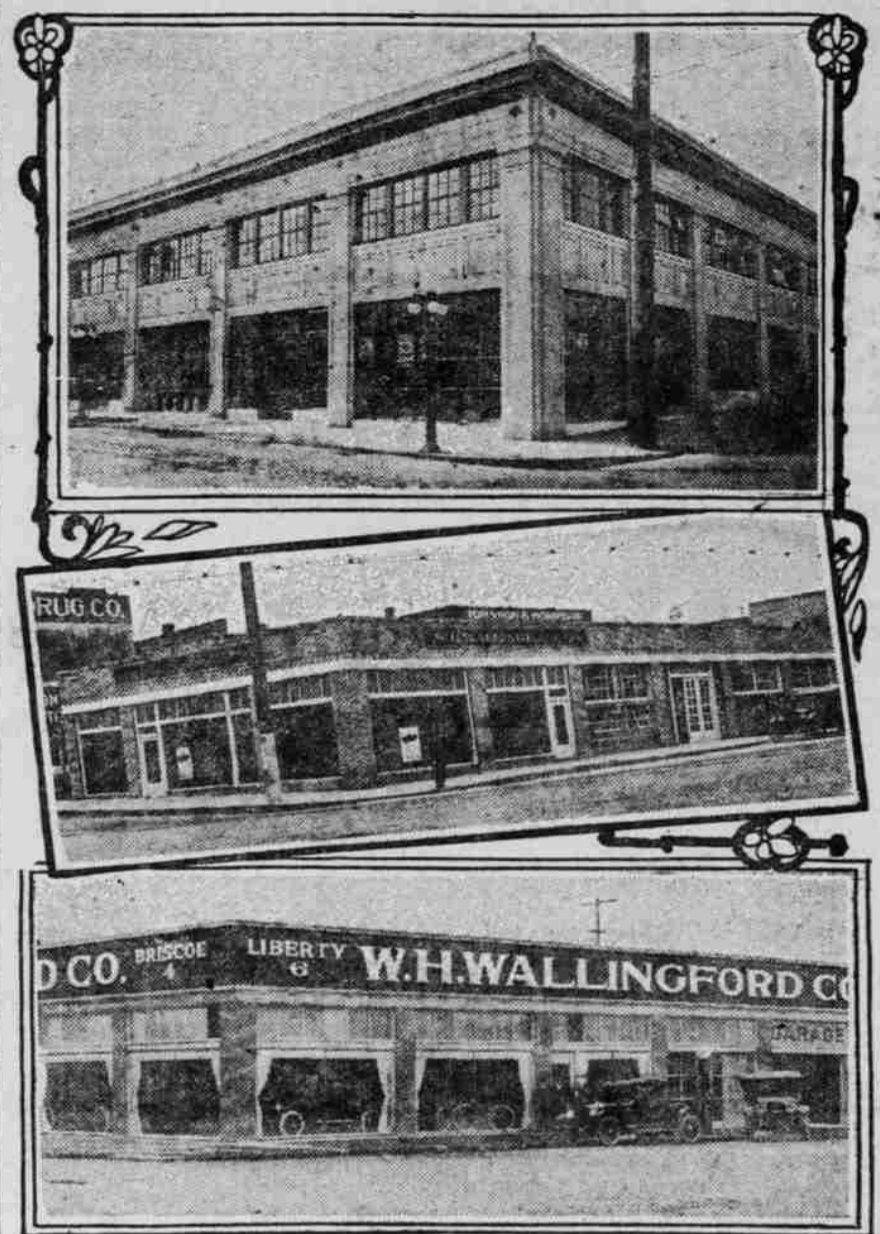
William J. Bryan—The time has come for the systematic development of national highways and the conclusion of peace gives an opportunity to celebrate the ending of the greatest of world wars by the building of a memorial peace way, reaching into every state and forming a commercial bond uniting heretofore separate wealths of the nation. It would greatly relieve the railroads by furnishing a roadway for both passenger and freight traffic.

Senator Miles Poindexter—Good roads construction, retarded by the war, should now be pushed vigorously and nothing should be permitted to interfere with the expansion and development of these important arteries of transportation and trade which at the immediate moment can serve to materially reduce high living costs by facilitating the movement of foodstuffs from the farm to the table. I favor an extensive system of national roads built by the federal government, located with a view to military defense as well as agricultural and commercial use and co-ordinated with existing highways as to form a national as well as local system.

Johnson Cites California.
Governor James M. Cox—The establishment and maintenance of a good roads system throughout the country is as essential to the life of the nation as proper circulation of blood is essential to the life of the individual. With a perfect highway system there can be no stagnation of transportation at any time. Normal roads promptly and properly met will prevent perplexing and costly emergencies.

Senator Hiram Johnson—We have had a great object lesson of the value of good roads in the paved highways of my own state of California. They have been a great factor in the development of the state, opening up regions which hitherto were inaccessible and adding to the prosperity of all. The improvement of the highways of the nation undoubtedly will be of great economic value to the country as a whole, relieving the congestion which now exists on other

PORTLAND AUTOMOBILE FIRM MOVES INTO NEW QUARTERS HERE, AND OPENS TWO OUTSIDE BRANCHES.



W. H. Wallingford company, which distributes Liberty and Briscoe cars and Graham Bros. speed truck in this territory, now in new \$100,000 building.

The upper picture shows the 100x100, two-story concrete and brick building at Fifteenth and Burnside streets, into which the W. H. Wallingford company removed last week. The first floor is devoted to show-rooms and service station, with offices on a balcony. The shop occupies the entire second floor. The building embodies many features of motor-car headquarters in the east visited by Mr. Wallingford. The center picture shows the new Wallingford branch in Astoria, and the lower one a portion of the front of the Wallingford branch in Corvallis, both recently opened. The company also has a branch in Pendleton, for which a building soon is to be erected.

transportation facilities and making distribution of the nation's commodities easier and cheaper. The good roads movement meets with my heartiest approval.

LANE PREPARES FOR CARAVAN

Good Roads Promised for the Tour in That County.

EUGENE, Or., May 8.—(Special.)—The Lane county court will see that the Pacific highway through this county is in fine shape for the Ad club caravan from the Inn or Benton county lines to the Douglas county line. If the caravan comes by way of Corvallis the travelers will find a first-class macadam road to Junction City. Pavement from there will have been completed for about eight miles toward Eugene by the time the caravan comes through. The rest of the distance to Eugene will be good macadam. From Eugene to the south there is state pavement for six miles to Goshen, and from Goshen to the Douglas county line there is all good macadam except a short stretch between Saginaw and Cottage Grove.

PAVING WORK IS RUSHED

PROGRESS BETWEEN EUGENE AND JUNCTION CITY.

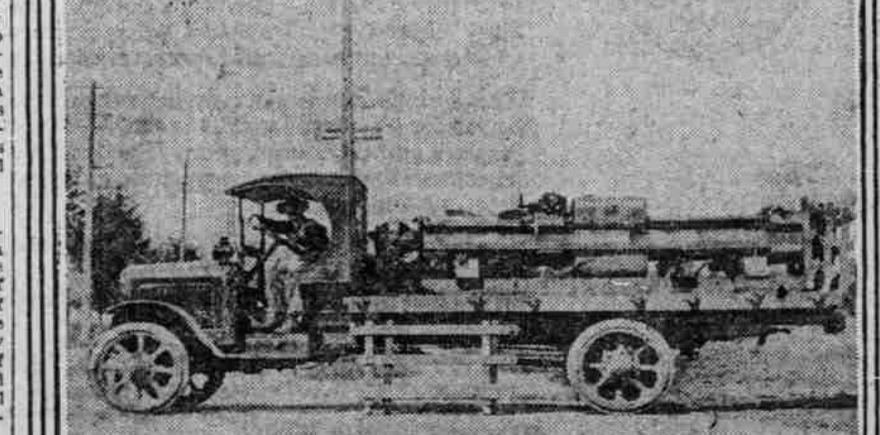
If Present Rate Is Maintained, This Section of Highway Will Be Hard-Surfaced by June.

EUGENE, Or., May 8.—(Special.)—Rapid progress has been made in laying pavement on the Pacific highway between Eugene and Junction City since the weather turned good. The first job completed after operations were resumed by the Clark & Henry Construction company, which has the contract, was finishing of a stretch 600 feet long on the outskirts of Junction City. This was held over from last fall to get right of way for a wider turn. Several sharp curves are being eliminated on this contract between Eugene and Junction City.

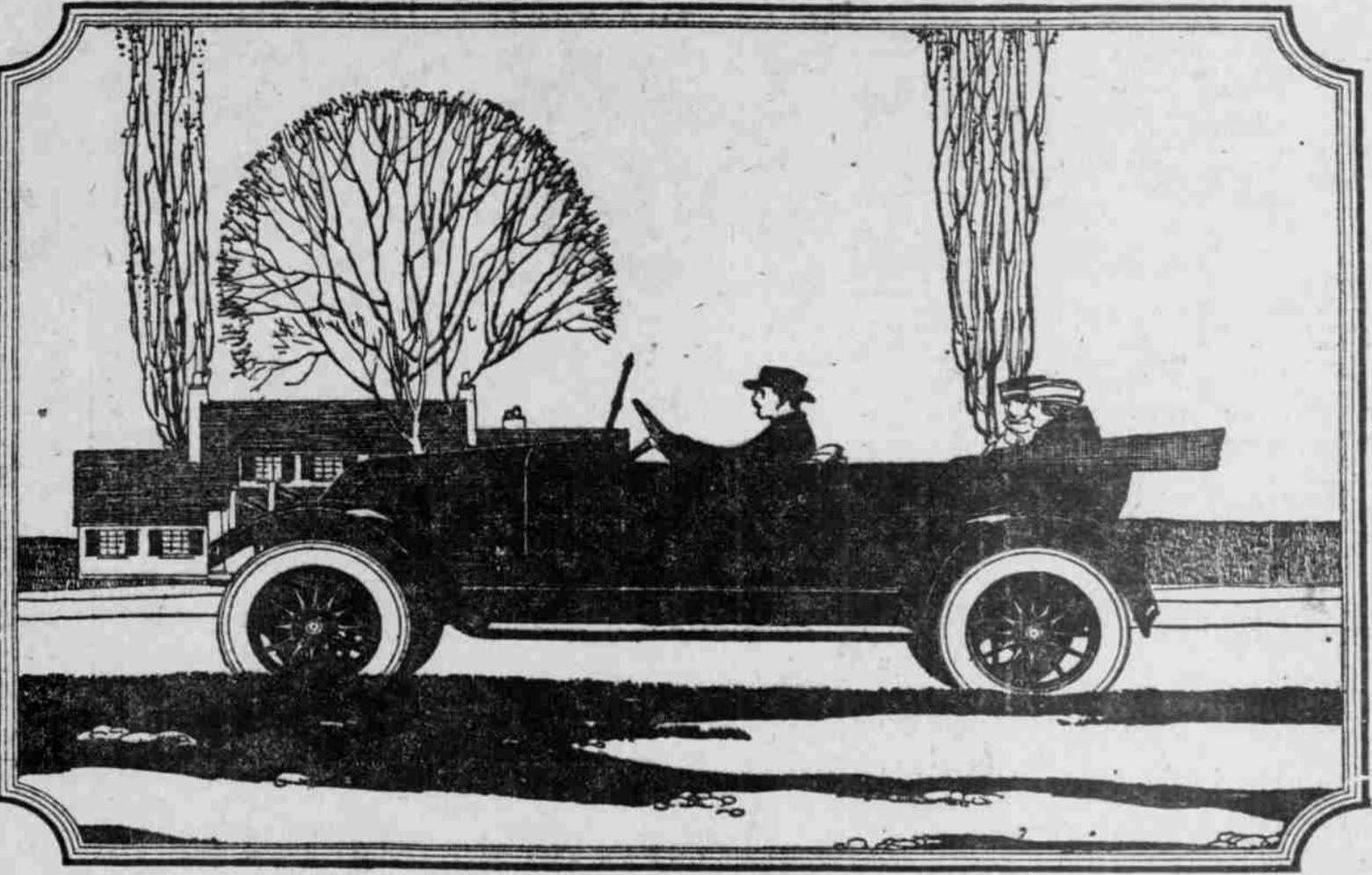
In good weather the company is laying a mile of pavement each week. At this rate the contract will be completed some time in June.

The National motor vehicle law is now in effect, and it is a federal offense, punishable by a fine of \$5000 or a prison term up to five years, to steal an automobile in one state and drive it into another.

PRETTY SOFT FOR THIS PILE DRIVER, RIDING AROUND IN A MOTOR TRUCK.



A pile-driver is our idea of a perpetual fall guy, but this one was caught in a moment of ease. It weighs five tons and makes a good load for this 3 1/2-ton Republic truck, which is hauling it to the new Portland municipal terminal, where it will bump piles into the river bed for the next few months. Despite the heavy overload, the Republic handled it with ease.



THE FRANKLIN CAR

Its Superior Performance Is a Matter of Motor Car History

20 miles to the gallon of gasoline
12,500 miles to the set of tires
50% slower yearly depreciation
(National Averages)

THE measure of satisfactory motoring today is what a car does. And motorists are realizing that it is quality and principles—not luck—which enable Franklin owners to get the above results.

The Franklin Car is the easiest riding, safest driving, least fatiguing car today. Requiring least care, it gives least trouble and creates least expense. It is the most advanced automobile in design and construction. That's why these road records in different parts of the country have been possible—and with only one driver at the wheel constantly on each trip.

- New York to Boston and return (458.8 miles) in 12 hours, 5 minutes—
- Indianapolis to Syracuse and beyond (832.6 miles) in 22 1/2 hours—
- Cincinnati to Cleveland and return (553 miles) in 15 hours, 45 minutes—
- Boston to Syracuse and return (693 miles) in 24 hours, 20 minutes, with a woman driving—
- New York to Montreal (398 miles) in 9 hours, 59 minutes—
- Waterloo, Iowa, non-stop, dirt road record (865.4 miles) in 24 hours

BRALY AUTO CO.

601 WASHINGTON STREET
PORTLAND

Setting the Nut.
Castellated nuts have a way of tightening up between notches. If the nut is screwed up to the notch ahead

The Cooling System.
This is the time of year when the average car owner needs to be reminded that his cooling system needs

a little extra attention. The anti-freeze mixture should be drained out and the system be flushed with clean water. Many car owners find it beneficial to put a solution of baking soda and water in the radiator and run the engine for 20 minutes or half an hour, after which the soda mixture is drawn off and the cooling system is flushed out thoroughly with clear wa-

ter. This tends to remove any scale that may have formed from the anti-freeze mixture. Also this is the time to renew the rubber connections of the cooling system.

Cleaning Pail.
In overhauling the car the wise owner keeps a pail of kerosene at hand in which to immerse various

parts. An ingenious owner recently hit upon an excellent idea. He fitted in the bottom of this pail a strainer with legs lifting it about three inches above the bottom of the pail. In this way dirt and sediment sink below the strainer and the kerosene keeps cleaner for a longer time. Go slow around corners.