

ROAD MEMORIAL TO ROOSEVELT URGED

Building of Route Lined With
Trees Proposed.

AID BY ALL IS SUGGESTED

President of Forestry Protection
Association Outlines Plan to
Club in New York.

Lined with memorial trees, a Roosevelt road of remembrance would be the greatest of all memorials in honor of the ex-president, Charles Lathrop Pack, president of the American Forestry association of Washington, declared at the memorial tree planting for Theodore Roosevelt and Quentin Roosevelt by the Park Garden club of Flushing, N. Y. He spoke of the educational value of ship-by-truck week and said:

"In a Roosevelt road of remembrance every citizen of the United States would have a part and no finer memorial could be erected than such a memorial highway. It would be another sign to the world that we are Americans all and that we live in a united country. It would be greater than that would be the educational value of such an undertaking. As never before the United States needs a great outstanding lesson in forest conservation for this country today faces one of its gravest problems; the perpetuation of the greatest natural resource, the forest."

"Millions are to be spent on improved highways that the producer and consumer may be brought close together. Next week a ship-by-truck drive will be launched. Let us beautify these highways in the building. If there could be a great forward movement such as I picture in tree planting the result would be a citizenry awakened to the value of trees as a national asset. This would direct the thought of the citizen to saving the forests. If Theodore Roosevelt were alive he would endorse heartily such a move. He saw the danger years ago when he called the first conference of governors at the White House. He pictured to them a warning that no man present could forget."

"A great message is seldom heard until after the giver of it is dead. These trees we plant today are symbols of ever renewing life. Let us then keep the message of Theodore Roosevelt gave us alive. That message was that national prosperity and well being is dependent upon a nation's forests. With such a memorial, arousing the whole nation as it surely would for each could have a part, Theodore Roosevelt would both be honored and would know that his message had been heard."

Memorial trees are being planted along many of the highways of the country, the American Forestry association points out and calls on the automobile world to co-operate in this work everywhere because of the great opportunity to better cement the relations between the motor user and the citizen. The Daughters of the American Revolution at its last session in Washington adopted unanimously a resolution urging a Liberty Memorial park and a memorial drive leading to it. The American Forestry association has called on the states to plant memorial trees along the road to Mount Vernon, the nation's shrine.

Ship-by-truck week, May 17-22, is of the greatest educational value to the good roads movement, Mr. Pack says, adding that the great burden of good roads is civilization. In many places now such as along the Dixie highway, the Lincoln highway and many other roads trees are being planted. It would all result in a great national memorial if memorial tree plantings were taken up along with every road building plan. The American Forestry association will send any motor club or individual free tree plantings on request to its offices in Washington, D. C.

GOOD ROADS BIG HELP

REAL DIVIDENDS DECLARED
PAID TO SEATTLE.

Growth of Motor Transport Is Regarded as of Huge Value to
Nearby Communities.

SEATTLE, Wash., July 31.—Good roads are paying Seattle and nearby communities real dividends daily, according to an editorial in the Seattle Times. The editorial sketches the growth of motor transport in that section of the country. It says:

"A hundred of these machines are operating over the fine thoroughfares out of this city in every direction. They handle several hundred tons of freight every 24 hours—handle it swiftly, surely and cheaply."

"So well organized has this business become that tariff schedules have been drafted, regular hours of service provided and bonding arrangements made to protect shippers against loss. Moreover, this business still is in the stage of development. It is much bigger today than it was a year ago; it will be a great deal bigger a 12-month hence."

"The swift truck, operating over a specified route and serving a specified district, assures the rural merchant and the rural dweller service such as neither ever previously has had. The same trucks bring to Seattle, from innumerable points, farm products desired by urban dwellers."

"Every time a new road is built, opening up a farming district previously served indifferently, if at all, new possibilities are presented for truck freighting."

"Good roads pay by attracting tourists during the summer."

"But they also pay the year round by providing superior transportation facilities for King county communities and communities elsewhere in western Washington."

HOOD RIVER PARK LIKED

Motorists Even Do Family Washing at New Camp.

HOOD RIVER, Or., July 31.—(Special)—The Hood River automobile park, opened only a few months, is already winning popularity with motor travelers from many states. Several nights this summer the camp has been filled to capacity. Last Sunday license plates showed automobiles present from Missouri, Wyoming, Colorado, Oregon, Washington, Idaho, California, Utah and Kansas. Visitors declare the park one of the best equipped in the state. Four ovens have been provided for cooking. Members of the Hood River

Women's club have notified City Water Superintendent Price, in charge of the park, that they will furnish washbasins in order that motorists may do the family wash. The park is supplied with city water and already many campers carrying their own tubs have strung clotheslines between oak trees and hung out the family laundry.

The city has expended all available funds this year for the park, but plans by another season to provide a rest room, equipped with magazines.

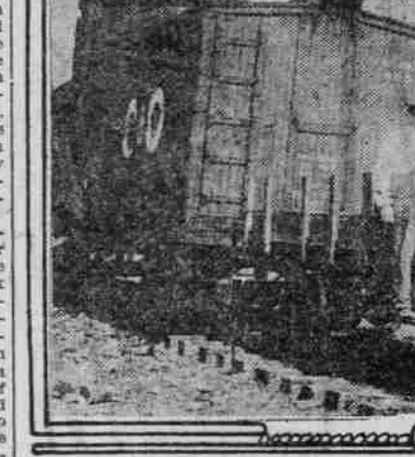
FARMERS TO KEEP HORSES

Soil Tillers Depend on Steeds to
Serve in Emergency.

Farmers, when discussing the motorization of the farm, are always ready to state that even though most of the work of the farm will be done in the future by motor-driven devices, the horses would still be found necessary. H. F. Harris, president of the Bethlehem Motors corporation, calls attention to the fact that electric roads, which are electrified and for a long time maintained large stables of horses.

"Electric roads have no horses today," said Mr. Harris. "Big business in the large cities motorized, and for long periods continued to maintain stables of horses because of some lack of confidence in the motor equipment. Big business gave up

REPUBLIC TRUCK ALL THE SAME LOCOMOTIVE.



This 3 1/2-ton Republic truck for several months has been taking the place of a locomotive and making three trips a day towing a freight car on a rail line between the Homestead iron-dike mines and the Oxbow tunnel, near The Dalles, which is equipped with steel-flanged wheels, was sold there nine months ago by the Roberts Motor Car company, Republic distributors for Oregon.

their horses. Farmers will motorize and continue to keep their horses until such time as their confidence is thoroughly established in the motor equipment of the farm motor truck, tractor, etc., when they will quickly give up the horses."

ceased to be a factor on the farm. The horse is dying hard, but nevertheless he is surely dying out as a power unit on the farms of America," declared this expert.

"Many farmers, and more especially horse breeders, are trying to delude

EXIT OF OLD DOBBIN IS NOT FAR DISTANT

Horse Soon to Cease as Factor
on Farms.

AUTO EXPERT TELLS WHY

Many Breeders Trying to Delude
Themselves and Others but to
No Avail Is Assertion.

WASHINGTON, July 31.—An automobile expert of the national capital, who has been gathering statistics in regard to the relative cost of keeping a horse and maintaining a truck or tractor, predicts that the time is not far distant when Old Dobbin will

themselves into the idea that the farm horse will never be relegated to the extreme rear. An indication of this was brought out at the recent convention of draft horse breeders at Indianapolis. During that convention the president of the association issued an interview in the Indianapolis newspapers in which he asserted that the time will never come when we can get along without horses on the farm. They still furnish nine-tenths of the farm power and will continue to do so."

Shortage of Good Horses.

"This horse breeder admitted that there is a scarcity of good farm horses of the draft type. 'We have plenty of inferior animals and those of the poorer grades,' this breeder said, 'but there is a noticeable shortage of good animals and the demand for good horses is becoming heavy with the prices rising.'"

"Without knowing it, this breeder has provided the one best argument against the use of horses on the farm. The prices are rising for good horses, he admits. And he further admits that good horses are scarce. He might well have pointed out facts shown in government reports that horses of all grades are more than a million in number less now than two or three years ago."

"This breeder might have learned from government reports that the horse has proved to be an economic failure on the farm. The government figures compiled before the war show that it costs \$150 a year to keep a horse and this figure should be doubled now. And then this report shows that 40 per cent of the farmer's total working expenses are chargeable to the use of horses."

Horse Expensive Feeder.

"Inefficiency is the horse's middle name, too. It is commonly allowed that the horse can only pull a little more than his own weight. This a 1,500-pound horse may possibly develop power equivalent to four horses by mechanical test, at the same time this power can be exerted and applied for only a short space."

"The horse eats what is equivalent to one-fourth of the crops he produces and he delivers but from 2 to 7 per cent of the energy contained in the food he consumes. The horse works on an average of but 100 days in the year and has to be cared for and fed 365 days in the year."

With motor trucks and tractors now recognized as efficient and dependable power units, I assert that there is no longer an excuse for keeping horses to raise corn to feed horses to raise more corn for horse feed. It is an endless, very expensive and highly inefficient cycle that the farmer has already stood for too long."

Oldest Maxwell Dealer.

The oldest Maxwell dealer in the world and the youngest Chalmers dealer in the present organization are a few of the titles proudly borne by N. L. Biever, president of the Biever Motor Car company of New Haven, Conn. For sixteen years Mr. Biever has held the Maxwell franchise through all the many uncertainties of a business which developed from a matter of pure sporting speculation into the third largest industry in the country.

TIRES - TIRES

50c on the Dollar HALF PRICE 50c on the Dollar

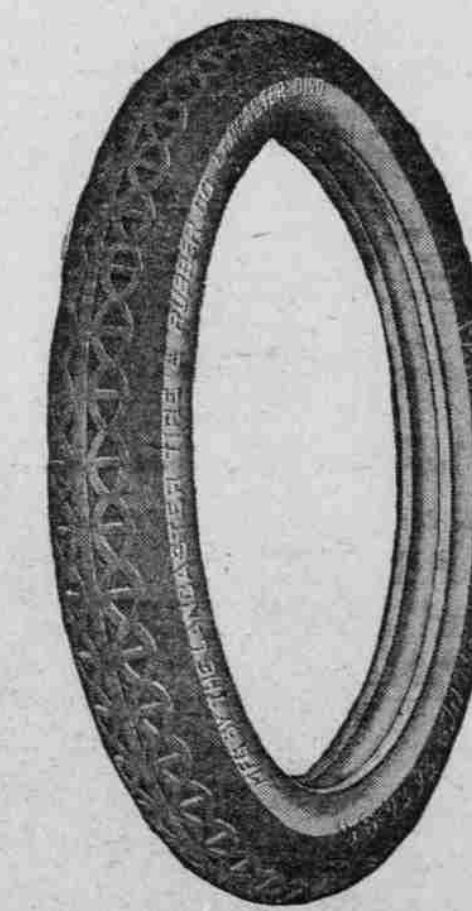
Unlimited Mileage Guarantee

Special--Week August 2-7

We purchased six carloads (6492 Tires) of "Clingstone" brand, made by the Lancaster Tire & Rubber Co. of Lancaster, Ohio, at a price that permitted us to sell them at just half the present retail price.

Nearly 5000 of these tires have been sold within the last few weeks; therefore, this is practically your last chance.

These tires are strictly high-grade, fresh stock, guaranteed both by the manufacturers and ourselves. They are made of new live rubber, with pure gum friction and 17 1/4-ounce long fibre cotton duck. The tread is an effective non-skid of the tough white oxide of zinc compound.



Adjustments will be made by us at any of our eight stores on an unlimited mileage basis. Defective tires will be adjusted liberally regardless of how far they have been run.

Our Amazing Prices

(Subject to Withdrawal Without Notice)

Size	List Price	Sale Price	Saving
30x3	\$21.25	\$10.63	\$10.62
30x3 1/2	27.75	13.88	13.87
32x3 1/2	32.15	16.08	16.07
31x4	42.05	21.03	21.02
32x4	42.80	21.40	21.40
33x4	44.50	22.25	22.25
34x4	45.75	22.88	22.87
35x4 1/2	64.35	32.18	32.17

These tires are not "seconds," "retreads," "made-overs," "half soles," or cheap tires made of inferior material.

This sale includes thousands of tires of other makes—all sizes—both cord and fabric—at startling reductions. Call and look over these tire bargains.

Portland
Seattle
Tacoma
Spokane
Autoparts Supply Company
80-82 Sixth Street
Phone Broadway 5508

Yakima
Bellingham
Boise
Walla Walla



Dash Across Continent

New York to San Francisco
Averaged 27 2-10 Miles Per Gallon

Total Distance Traveled 3442 Miles.
Total Gasoline Consumption 126 1/2 Gallons.
Total Oil Consumption 2 Gallons.
Average Speed 19.2 Miles per Hour.
Relay of 24 Drivers

Overland Makes History

Read the Following Record

CLASS OF SERVICE	SYMBOL	WESTERN UNION	CLASS OF SERVICE	SYMBOL
Day Message	Blue	Day Message	Blue	
Day Letter	Blue	Day Letter	Blue	
Night Message	Blue	Night Message	Blue	
Night Letter	Blue	Night Letter	Blue	

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT
BELVIDERE BROOKS, VICE-PRESIDENT

RECEIVED AT

93DSO 36 COLLECT NL 21 EXTRA

Sent to all dealers 7/21/20
Toledo, O., July 20, 1920.

H. H. Eling, Willys-Overland Pacific Co., Portland, Org.:
Transcontinental car left Joliet, Ill., 8 P. M. Tuesday; 964 miles in 44 hours, averaging 22 1/2 miles gallon. Rough roads. Twelve drivers so far. Please notify your dealers.
WILLYS-OVERLAND, INC.
Canada 4 A. M. July 21

354 sf fd 44 Collect N1 1 ex 935p

Sent to all dealers.
Toledo, O., July 21, 1920.

H. H. Eling, Willys-Overland Pacific Co., Portland:
Transcontinental car left Des Moines 12:30 P. M. Wednesday; thirteen fifty-eight miles in sixty and half hours, averaging twenty-three and eight-tenths miles gallon. Last hundred fifty miles thirty per gallon. Roads bad. Fourteen drivers so far. Please notify your dealers.
WILLYS-OVERLAND, INC.
Canada.

D509CH 71 COLLECT 1 EXTRA NL

Sent to dealers 7/22/20
Toledo, O., July 22.

H. H. Eling, Willys-Overland Pacific Co., Portland, Org.:
Transcontinental car left North Platte, Nebraska, 9:30 Thursday morning on time; eighteen thirty-one miles seventy-two gallon gas, averaging twenty-five and half miles per gallon. Average Cedar Rapids-North Platte six hundred miles thirty-one miles per gallon. Forty miles through mud with chains, many miles second speed through sand. Many dealers wire distributors not sending daily information. Suggest you wire them daily collect. Will wire Saturday, Sunday, Monday.
WILLYS-OVERLAND, INC.
Canada

D366CH 32 COLLECT NL

Toledo, O., July 23.

H. H. Eling, Willys-Overland Pacific Co., Portland, Org.:
Transcontinental car left Cheyenne 8 P. M. Thursday, one hour ahead. Twenty sixty-four miles in ninety-two hours, averaging twenty-six miles gallon. Seventeen drivers so far. Please notify your dealers.
WARD M. CANADAY.

A445CH 48 COLLECT NL

1920 July 24 P. M. 8:37
Toledo, O., July 24.

H. H. Eling, Willys-Overland Pacific Co., Portland, Org.:
Transcontinental car left Rock Springs Friday afternoon on time. Twenty-three fifty-four miles eighty-eight gallons gasoline, averaging twenty-six and three-quarters miles per gallon. Average between Cheyenne and Rock Springs two hundred ninety miles, thirty-two and two-tenths miles per gallons. Roads sandy and hilly.
WARD M. CANADAY.

41D H 38 COLLECT NL

Toledo, O., July 25, 1920.

H. H. Eling, Overland Co., Portland, Org.:
Transcontinental car left Montello, Nevada, approximately 450 miles northeast of Reno, Saturday P. M. Twenty-seven thirty-two miles one hundred two gallons gasoline, averaging 26 and 78 hundredths miles per gallon. Roads bad.
WARD M. CANADAY.
July 26, 1920 5:55 A

A150SF 34 COLLECT BLUE

1920 JUL 26 AM 10:04
VN SAN FRANCISCO CALIF 914A 26

Willys-Overland Pacific Co., Portland Org.:
Transcontinental car arrived San Francisco naught five A. M. Total distance three thousand four hundred forty-two miles. Total gas one hundred twenty-six and half. Total oil two gallons. Car in splendid condition.
L. M. STEWART.

Willys-Overland Pacific Co.

Broadway at Davis Phone Broadway 3535