

GOOD ROADS MOVE BRINGING RESULTS

300,000 Miles of Hard-Surface Now Laid.

\$1,500,000,000 IS NEEDED

Total of 1702 Agencies Now Actively at Work to Gain Improvement of Highways.

BY C. S. LEE, Director, Highway Information Service, New York.

The growth of the good roads movement in the United States and Canada since its origin in 1880, and with the great stimulus it received in the period immediately following the advent of the automobile and the appearance of the motor truck, has been so rapid, so extensive and so effective that highway construction today constitutes one of the greatest, if not the greatest, problems in American economic life.

Campaign Began in 1880.

Prior to 1880, when Amos G. Hatch, late chairman of the executive board of the American Automobile Association at Washington, with H. S. Earle of Detroit and other pioneer advocates, organized the League of American Wheelmen and began a systematic campaign, a good roads enthusiast was looked upon with undisguised curiosity or amusement as something of a "nut"—a loquacious who might be seen but not heard.

Of the agencies that are now fighting for highway improvement, 56 are organized movements or the construction of certain national or interstate highways, 15 are national or interstate good roads associations, 24 are state organizations, 304 are automobile associations and motor clubs, 250 are road contractors, material or machinery trade associations and engineering societies, 22 are motor truck and automobile trade organizations, and 131 agencies are publications devoted to the movement in one form or another.

Owners Are Interested.

Interest on the part of nearly 10,000,000 automobile and truck owners as well as the owners of 6,000,000 teams of horses and mules regularly using or working on the highways, not to mention the smaller numbers of federal, state, county, district and municipal highway officials, engineers, contractors, manufacturers of machinery and materials, rural mail carriers, resort owners, farmers, merchants and boards of trade having good roads committees and national, state or local, dare refuse to listen when there is an honest demand for road improvement.

Confidence Comes Back

The reports show that greatest interest in highway improvement exists in Alabama, California, Connecticut, Florida, Idaho, Illinois, Kentucky, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Wisconsin and Wyoming.

Prosperity Returning and Auto Buying Increasing, Says Percy

M. Johnson of Portland. Optimism prevails throughout eastern Oregon, Washington and Idaho, and improved conditions are rapidly restoring confidence and buying in these sections, according to Percy M. Johnson, assistant to Fred W. Vogler, president of the Northwest Automobile company, who has just returned from a two weeks' trip through the Inland Empire.

GIANT SPEEDWAY AT COTATI IS BIG ENTERPRISE.

Great Auto Classic to Inaugurate Bowl August 14 Promises to Draw Huge Crowd. SAN FRANCISCO, July 16.—Finishing touches on the giant track of the north bay counties speedway at Cotati are now being put on by Jack Prince and his crew of experts, and work on the track proper will be finished very shortly.

TRACK NEAR COMPLETION

of the Northwestern Pacific will be greatly augmented and all that is possible for the California Automobile Dealers' association, who are expected to put in an appearance will be provided. SPOKANE, Wash., July 16.—Three hundred to 400 automobile dealers of Washington were expected to attend the annual convention of the Washington automobile chamber of commerce to be held here July 29 and 30, according to announcement of those in charge of local arrangements.

PROVINCE FALLS IN LINE

"Keep to Right" Soon to Be Road Rule in British Columbia. VANCOUVER, B. C., July 16.—"Keep to the right" will be the rule of the road in British Columbia in common with all other provinces of Canada, with the single exception of Nova Scotia, at the beginning of 1922, when the change in the road law goes into effect.



Batteritis— That's What Ailed Him!

I wasn't educated to be a doctor, but, at that, I'm getting pretty expert at diagnosing symptoms!

Fellow in this morning, for instance. He walked in unsteadily, trembling all over. In a minute I knew the spasm would pass off and he would no longer be speechless—far from it—so I waited patiently.

Poor fellow, he had Raging Batteritis in its worst form. I knew what the trouble was all the time. The old-fashioned insulation in his battery had broken down and not only kept him from an appointment but probably ruined the battery as well.

Do you know, I'll be old and gray-haired before I'll understand why anybody keeps on trying batteries with old-fashioned insulation that they know will break down before the battery is used up. Why don't they all come to Willard Threaded Rubber first instead of coming to it afterwards when hard, sad experience has driven them to it?

Maybe they don't know that the builders of 185 makes of cars and trucks pay the additional price for Willard Threaded Rubber, to give users more miles of battery service per dollar.

Cars Equipped by Their Makers with Willard Threaded Rubber Batteries:

- American American Beauty Auburn Austin Bacon Belmont Biddle Crane Canadian Bricsee Cannon Ball Carroll Case Case Chevrolet Citroen Cole Clonial Comet Commodore Consolidated Crawford Cunningham Davis Dixie Flyer Dodge Dorriss Dragon Elcar Elgin Fergus Franklin American Glide Godman Packard Paige Panhard Paterson Peerless Peugeot Philana Pierce-Arrow Premier R & V Knight Renault Roco Revere Riddle Roamer Rock Falls Sayers Standard 8 Stanley Mercedes Y F Stewart Studebaker Stutz Sunbeam Tarkington Velic Westcott Willis Sainte Claire Winther Oldsmobile

Also standard original equipment on 92 makes of trucks

Why Don't You Dodge Those Battery "Doctor Bills"?

It's not only the cost of the operation, but the inconvenience and uncertainty that makes "doctoring up" the battery so undesirable.

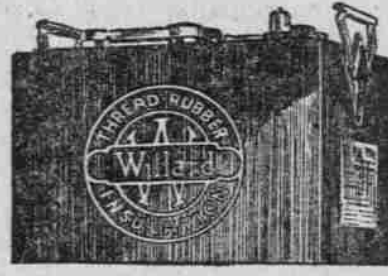
If you weren't careful when you bought your battery—if you just bought an ordinary battery—you may have to call in the battery doctor any time, to perform the same operation he has done over and over again.

He'll open up the battery and take out—what? The separators between the positive and negative plates. And having done that he'll put in some new separators,

hand you the bill and fade out of sight. You've bought—at a high price—maybe a few weeks, or perhaps a few months, of added battery life. Not even the repair man can tell you how much.

Why not do as the Willard Service Man says in his column, and dodge all this trouble?

All you have to do is to be sure that you get the one insulation that doesn't crack, warp, check, or puncture—and that doesn't need to be replaced during the life of the battery plates—in short, get Willard Threaded Rubber Insulation.



Go to your nearest dealer for Willard Service or a new Willard Threaded Rubber Battery:

- ALBANY, Auto. Elec. Serv. Co. Ashland, Jordan Electric Co. ASTORIA, Astoria Storage Battery Co. Baker, Charles Clark Condon, Condon Electric Co. Corvallis, Auto Elec. Serv. Co. Dallas, Dallas Battery Service Co. Enterprise, Enterprise Storage Battery Co. Eugene, Eugene Storage Battery Co. Grants Pass, H. S. Disbrow Heppner, Battery Elec. Service Station Hillsboro, Battery Equip. Co. Hood River, Moore Elec. Co. Klamath Falls, Link River Battery Station La Grande, La Grande Battery Station Marshfield, Coos Bay Batt. Co. McMinville, Valley Batt. Co. Medford, Electric Shop Milton, Milton Auto Electric Company Newburg, Groth Electric Company Oregon City, C. R. Hilgers Pendleton, Pendleton Storage Battery Co. Portland, Harper-Burg, Inc. Prairie City, J. L. Peterson Prineville, Inland Auto Co. Roseburg, Auto Elec. Station Salem, Dege & Buttell The Dalles, The Dalles Battery Co. Tillamook, Tillamook Battery Station WASHINGTON Aberdeen, Elec. Service & Supply Co. Centralia, Ray Hatch Co. Chehalis, Ray Hatch Co. Ellensburg, Ellensburg Elec. Service Co. Goldendale, C. R. Ralston Hoquiam, Str. Batt. Serv. Co. Olympia, Olympia Bat. Co., Inc. Raymond, J. O. Williams Vancouver, Vancouver Batt. Co. Yakima, Wiseman-Spencer-Jacklet, Inc.

Willard THREADED RUBBER BATTERY

increase, 1917 to 1921, only 19% decrease, September, 1920 to June, 1921, \$310 (With Cord Tire Equipment Added)

CHANDLER 1913 Price \$1785

CHANDLER 1921 Price \$1785

Twin States Motor Car Co. Nineteenth at Washington

AUTO ACCESSORIES AND PARTS ALLEN & HEBARD CO.

64-66 Broadway Phone Broadway 3223 Automotive Equipment—Wholesale and Retail

Distributors Thermoid CROILIDE COMPOUND TIRES

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