

WORK ON HIGHWAY IS DISCUSSED BY BOOTH AND NUNN

Visitors at O. A. C. for Farmers' Week Told Saving in Few Years Will More Than Offset Costs.

Corvallis, June 25.—Highway development of Oregon was discussed by R. A. Booth, member of the state highway commission, and Herbert Nunn, state highway engineer, Wednesday evening before a large number of farmers and townspeople who were attending the Farmers' week program at the college.

The United States has more than 85 per cent of the licensed automobiles of the world. The licensed machines of Oregon increased 25 per cent during the last year over the previous year. Oregon has a bonded indebtedness for roads amounting to \$41,000,000, but this indebtedness is being cared for through the automobile license and a 5-cent gas tax. The good roads in time saving alone will in a course of a very few years more than offset its cost and the wear and tear of the motor drive machinery will more than offset the licensed cost yearly.

President Harding has said that the public roads of the country are second to that of the railways in traffic. The government is doing and is planning to do more to aid in building good roads. There are special appropriations being made to take care of forest and post roads throughout the country by congress.

Oregon was the first state in the Union to capitalize the license fee from automobiles to build good roads. The last legislature added additional 1 per cent to the gas tax for the maintenance of good roads. Every dollar spent for development of good roads reduces transportation cost to the consumer and at the same time lessens the spoilage that is due to delay in handling, especially perishable products.

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PORTLAND WHOLESALE BUY NEW MODELS



Two rebuilt GMC motor trucks which have recently been purchased from Wentworth & Irwin by T. N. Jenkins & Co.

HOT DAYS REQUIRE BIG AIR PRESSURE

Timely Warning Issued Against Common Practice; Results of Tests Are Shown.

What effect has summer heat on tires? Here is a timely warning against reducing air pressure in your tires on a hot day. Experience shows that the most of the heat generated in a tire comes from the inside of the tire, and is due to friction and constant flexing. The amount of this heat increases with under-inflation.

A test made on a five-inch cord tire run at 30 miles an hour for two hours at the standard 70 pounds air pressure, with the temperature of the air 63.6 Fahrenheit, increased the temperature of the tire to 88 and the pressure to only 75, says W. J. McCallum, manager of the Northwest Auto company. For 23 degrees increase in temperature, pressure increased only five pounds. To obtain an increase of 15 pounds pressure, it would be necessary to have a temperature increase of 70 degrees over normal. This, of course, is improbable and clearly proves that the motorist has little to fear from increased temperature.

Tests in the Miller Rubber company's laboratories also have shown that it is possible to double this increase in temperature by cutting the normal inflation pressure in half. This is due to an increase in internal friction caused by running the tire soft.

Radiation, of course, carries off a certain portion of surplus heat. This is easily seen in the fact that the tire suddenly stopped is cooler on the outside than on the inside. Revolving through the air cools a tire, though up to a certain point heat is generated faster than it can be thrown off.

Mountain Road Slide Is Quickly Removed

Morton, Wash., June 18.—No time was lost in removing a slide on the national parks highway (the mountain road) Saturday. The slide covered the road in about the middle of the canyon for a distance of 200 yards and was from 60 to 70 feet deep, extending up the mountain side for 500 feet. Whole trees were left standing erect and carried to the center of the road. The slide is at a point which overhangs the railroad.

While the state market road law has been in effect for one year, experience has shown that it is not fulfilling its purpose. In many counties the law has not been applied on roads designed as market roads, but has been transferred to other roads.

It has also in some instances been used for other than road purposes, such as the purchase of machinery and other equipment. Another criticism is that instead of being concentrated on major projects the law has scattered in small amounts, with the result that it has been practically wasted.

Motor Information Bureau Established

Morton, June 25.—The Morton Mirror, published in Morton, Eastern Lewis county, has arranged a free information bureau for the general public. Now that Morton is to improve its streets, which will make travel this way much pleasanter than formerly, tourists and others will want to know about this route before they start. It will not even be necessary to enclose a stamp for a reply. The Mirror has asked all of its correspondents to send in weekly reports on the conditions and any projects in their communities. These reports will be assembled and forwarded to the daily papers in time for their Sunday issues.

Spirit Lake Route In Fine Condition

Kelso, Wash., June 25.—The old highway to Spirit Lake summer resort at the foot of Mount St. Helens is being improved greatly this year and by July will be in excellent condition all the way. Much grading and graveling has been done over Green mountain and even now the highway is the best it has ever been.

Gasoline Engine of New Type Invented By 2 Portland Men

Louis L. Luce of this city and LeRoy Matton of Vancouver, Wash., have just been notified from Washington that they have been allowed a patent on a new internal combustion motor which they invented. Mr. Luce, the builder and designer of the engine, has followed mechanical work since boyhood, and at 17 years of age built a self-propelled steam vehicle before the days of the automobile. The present motor is the result of two years of practical experience on both steam and gasoline engines. The Luce motor uses both coal oil and gasoline, together or separate, as fuel, makes steam while running and uses it in combination with gas. Luce claims it gives the smoothness of the steam engine, the simplicity of the two-cycle, the speed and reliability of the four-cycle motor, and that instead of having six cylinders and about 250 parts, it requires but three cylinders and but 18 complete units to obtain the same results. Valves, sleeves, gears, springs, cams, and timing gears are eliminated in this motor. Luce lives at 170 Chapman street.

COUNTIES ALLOTTED MARKET ROAD FUND

Highway Commission Orders Half of 1921 Apportionment Be Paid From Treasury.

Under the provisions of the state market road law the highway commission has ordered a payment of 50 per cent of the amount apportioned from the 1921 state market road fund to the various counties as follows:

Baker	..... \$16,601.28	Lake	..... \$ 6,018.88
Benton	..... 1,498.25	Linn	..... 5,000.11
Clatsop	..... 17,814.40	Lincoln	..... 5,000.11
Columbia	..... 20,904.28	Malheur	..... 12,184.04
Cook	..... 12,228.71	Marion	..... 81,228.88
Curry	..... 2,709.48	McMinnon	..... 52,041.88
Douglas	..... 17,088.09	Sherman	..... 9,809.46
Gilliam	..... 8,787.92	Tillamook	..... 23,058.97
Grant	..... 9,660.28	Union	..... 18,411.42
Harney	..... 20,510.38	Wasco	..... 13,102.82
Jackson	..... 2,598.28	Washington	..... 2,972.28
Josephine	..... 6,188.16	Wheeler	..... 3,287.20
Klamath	..... 6,518.48	Wheeler	..... 19,931.28

While the payment of these amounts has been ordered it may be some time before some of the counties receive their allotment. This is because in the judgment of the highway commission they did not expect their allotment last year in the most advantageous way and for the further reason that they must acquiesce in the payment with plans and specifications for work in the future and promise an adherence to them.

Washington Drivers Slow to Apply for Individual Licenses

Olympia, Wash., June 25.—Of a total of some half million automobile drivers in the state, only 6000 have up to date made application for the individual driver's license, according to Fred J. Dibble, director of licenses. The personal driver's license is one of the laws passed by the recent legislature. The state department of licenses is able to issue 15,000 licenses daily, but the applications are coming in only at the rate of 1000 a day. The rate should be 10,000 a day in order to provide the entire automobile driving population with licenses by August 1, when the law goes into effect.

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AIR SERVICE TESTS NEW PLANE ENGINE

First of Packard 1237's Appears Smooth Running and Powerful; Adapted to Pursuit Work.

The engineering division of the U. S. air service at McCook field, has recently completed a 50-hour test of the first Packard model 1237 airplane engine delivered under a recent contract for 25 engines. The engine is a 12-cylinder "V" type, having a bore of 5 inches and 5 1/4 inch stroke. The cylinder banks are at an angle of 60 degrees.

An interesting feature of this engine is the use of 4 1/2 compression ratio which requires that the engine be throttled somewhat at sea level in order to prevent preignition. As the altitude increases, the throttle is gradually opened until an altitude of 6000 feet is reached, when the throttle may be wide open. This arrangement gives a constant power output up to 6000 feet altitude.

The engine ran very well during the 50-hour test and no major difficulties were encountered. The only points which seemed to require correction were the magneto coupling and the valve stem guides; the former appeared to be too flexible for satisfactory operation and the latter showed excessive wear in some cases.

This engine appears to be very well adapted to pursuit work as its power to weight ratio is very good and its operation appears exceptionally smooth and free from vibration.

Work on Overhead Crossing on Pacific Highway Is Held Up

Eugene, June 25.—Work on the overhead crossings at McVeigh point on the Pacific highway was held up again. This time it is over the type of approach to be built to this mammoth \$75,000 structure.

The railroad officials and county officials expected to put in dirt fills for approaches, and the public service commission seems to think the plans call for wooden trestle approaches, which, while saving much in right of way, would not be as stable as dirt and would not blend in with the general plan and appearance of the concrete crossing.

Shell Oil Company Pays State \$4710

Salem, June 25.—Motor fuel oil sales of the Shell Oil company in Oregon during May totaled 235,828 gallons of gasoline and 2534 gallons of distillate, according to its statement filed with the secretary of state's office here. The amount was accompanied by a check for \$4710.49, representing the state tax collected on these sales.

Cuba Plans Model Highways

Awakening to the value of the motor

Vulcanizers, Attention!

New and Used Vulcanizing Equipment for Sale. See the Oakes-Evans Oil Gas Burner. Specials adapted for vulcanizing. Call or write for folder.

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DEATH REMOVES FAMOUS FIGURE OF MOTOR WORLD

A. G. Batchelder, Killed in Airplane Accident, Was One of Active Members of Old Timers.

The death of A. G. Batchelder in an airplane accident in Maryland, May 29, removes from the list of officers of the Old Timers' club one of its most progressive members—a man who had the utmost faith in the future of the organization and in its objects, and helping hand and cooperation.

Every member of the organization, and in particular every officer of the club whose work in behalf brought him in touch with "Batch," and whose work in many other fields brought him in contact in a business or social way with this old timer, grieved over the loss to motordom of a man whose work has ever been beneficial, whether in the good roads field or in the touring field, the legislative field or in the field of good fellowship.

BEGAN AS PRINTER'S DEVIL

Batchelder started as a printer's devil at Aitken, N. Y., when a boy; grew into the Buffalo newspaper field as sports editor of the Buffalo Courier in the early nineties; graduated to New York city in bicycle work in connection with the League of American Wheelmen and then into the field of the motor car with the New York American at the time when automobile shows started in 1900.

Batchelder was always active in motoring and took up the work of the American Automobile association more than a decade ago. He became secretary and then chairman of the executive committee of the A. A. A.

ENTERS AIRPLANE FIELD

Having pioneered in cycling and motoring, Batchelder had of recent years taken to the airplane, and he had promised to take up the work of promoting a great membership for the Aero Club of America, which organization he was an officer. His interest in flying was shown by numerous flights, including one from New York to North Carolina last year. On his estate on Balsboro mountain, N. J., where he had his summer residence, Batchelder had prepared a seven-acre tract for a possible landing field for airplanes in the future and he had plans to fly himself after gaining experience flying with others.

MANY MOURN HIS LOSS

The work of Batchelder for the A. A. A. and his work for the Old Timers' club is now lost and this is a sad blow to all organizations, including those of these and others with which he was connected. His every thought was for the good of his fellow man, and he had not an enemy. Everyone was his friend. Batchelder always saw the good in a man and never thought of him as anything but a fellow man, and he had some good in his makeup which had but to be developed to stamp out the bad.

No man in motoring could have passed on and been more seriously missed, for the great amount of good he accomplished was appreciated by only a small proportion of the great motoring population of America. "Batch," as his friends always knew him, and as he signed letters to friends never braced of his deeds and with one good deed done stepped on to the next with a cheerful and ever with the anxiety to accomplish greater things for the good of all. His work was entirely unselfish. Such a man leaves behind him hosts of friends.

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Bids for Roads to Caves to Be Opened

The long talked of road to the Oregon caves in Josephine county has at last reached the construction stage. Bids will be opened in Portland, July 5 by the district engineer of the United States bureau of public roads for the improvement of approximately nine miles in the national forest.

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