

SOUTH WAKENS TO ADVANTAGES OF GOOD ROADS

NEARLY THREE HUNDRED MILLIONS AVAILABLE IN DIXIE FOR ROAD WORK.

The south is pulling itself out of the mire. This year there is more good roads construction under way than ever before in the history of Dixie. This is the report of R. B. Parrish, pathfinder for the travel and transport bureau of the B. F. Goodrich Rubber company, who has just completed his seventh annual winter tour of the highways in southern states.

"Due to the vast extent of road building," says Parrish, "I found it difficult to get over the roads in the south while doing my work. However, the largest percentage of road building is in the nature of new right-of-ways and new road beds.

"The new roads are being more efficiently surveyed, with better drainage, lesser grades, better bridges, and safer curves. Most all of the new bridges are being constructed of steel and concrete.

"The southern farmer has learned that where he was once 35 miles or 24 hours from town or market, he is now, since the new roads have been finished, a short distance of three or four hours from market.

"A few years ago there were many places throughout the south where school children waded from one to five miles through mud to reach school. Now they ride in motor trucks provided for this purpose by the communities, over hard surfaced road

and with protection to their health. "Six years ago it was difficult to find a piece of hard surfaced road in the south as long as 25 miles, whereas at present there are any number of hard surfaced roads from 25 to 100 miles in length.

"The road drag, highly essential to sand, clay, gravel and dirt roads has long since come into its own throughout the south and can be seen in use along any main highway."

That southern people are alert to their urgent need of better roads is attested by the tremendous sums they have voted in recent state and county bond issues. Reports show that \$278,590,635 is now available for good roads expenditure in the south.

The amounts available in the various states are: Alabama, \$30,540,000; Arizona, \$13,300,000; Arkansas, \$4,900,000; Florida, \$4,965,000; Georgia, \$15,375,000; Kentucky, \$2,830,000; Louisiana, \$12,863,000; Maryland, \$3,000,000; North Carolina, \$18,459,635; Oklahoma, \$3,971,000; South Carolina, \$14,460,000; Tennessee, \$9,155,000; Texas, \$97,772,000; Virginia, \$50,000,000. Total \$278,590,635.

Only two of the above totals represent state-wide bond issues—Alabama and Virginia. In most of the states the money was voted by a few of their counties. The total given for the state was voted by 3 counties in Arkansas; 9 counties in Arizona; 9 counties in Florida; 10 counties in Kentucky; and 9 in Oklahoma. When the balance of the counties in these states take similar action in the south's grand total for good roads is expected to be doubled.

The Pike's Peak Auto Races for the \$2,000 Penrose cup and cash prizes aggregating \$2,100 are to be held this year on September 5. Last year's race to the summit of the highest automobile highway in the world attracted 26 entries.

MOTORS TUNING FOR SPEEDWAY CLASSIC

TWENTY-FIVE ENTRIES FOR 500 MILE MEMORIAL DAY RACE.

By United News
INDIANAPOLIS, May 14—The hum of speeding motors and the odors of gasoline and oil have returned to the Indianapolis motor speedway, heralding the approach of the "world's greatest sporting event," the International 500-mile sweepstakes race which will be held here May 30. The most famous drivers of two continents are piloting the motors, tuning them up for the event.

The entry list includes 25 cars to be driven by men, every one of whom has already made a name for himself in the racing game and all but six of whom have driven in a previous 500-mile race on the Indianapolis track.

Indications are that the crowd this year will be the largest that ever witnessed the annual race on the basis of tickets already sold, the speedway management is predicting a crowd of 150,000.

England and France are the only European countries this year with cars entered, but the traditions of Italian drivers will be upheld by Ralph De Palma and Dario Resta, each of whom has won a 500-mile race. The honor of France will be upheld by four drivers, Andre Boillot, Rene Thomas, Albert Guyot and Jean Chasagne.

Only one American driver who has won a previous race, "Howdy" Wilcox, of Indianapolis, is entered.

For the first time in recent years

the Chevrolet family will not be represented among the drivers. Since the death of Gaston Chevrolet on the Los Angeles track last fall, the brothers have not driven in races. Gaston was the hero of last year's races. The Chevrolets, however, have entered two cars, both eight cylinder Frontenacs, their first experiment with eight cylinder cars.

Tommy Milton, the present speed king of the world, will appear this year with a Durant special. Previously he has been a member of the Duesenberg team. The Duesenberg team, however, will be driven by Murphy, Roscoe Scales, Edward Miller and Eddie Pullen.

As usual, De Palma, known as the most unlucky driver ever entered in a local race, is the popular favorite. He will drive a Ballot special. De Palma has won one race and twice he has led the field up to the last few laps when accidents have put him out of the running.

Prize money this year will total in the neighborhood of \$75,000. The first prize offered by the speedway management is \$20,000. Citizens of Indianapolis have offered lap prizes totalling \$20,000 to be distributed at the race of \$100 for the driver who is leading at the end of each lap. The first 10 drivers to finish will come in the money.

PAUL MCCOY

(Continued From Page 2.)

tually unchanged mechanically, several body changes having been made which improve the appearance of the car considerably. The most important of these is the adoption of plate glass rear windows as standard equipment.

McCoy has agencies for the two cars in both Wasco and Klickitat counties.



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Here is what the LIGHT-SIX did:

Made the round trip from San Francisco to Los Angeles, 864.8 miles, in 21 hours 23 minutes elapsed time—a new record.

Made the one-way trip over the Coast Route, 453.7 miles, in 10 hours 12 minutes 30 seconds elapsed time—a new record.

Made the one-way trip over the Valley Route, 411.1 miles, in 9 hours 15 minutes 50 seconds elapsed time—a new record.

Beat "The Lark," fastest express train between San Francisco and Los Angeles, by 3 hours 47 minutes 30 seconds—a new record.

This car was duly deputized, upon orders from Washington, to carry U. S. Mail.

These remarkable records—this exhibition of speed and stamina—prove how the Studebaker NEW LIGHT-SIX can make long-continued runs without mechanical trouble—the car established its records on two trips, and was ready to start on the second immediately after completing the first.

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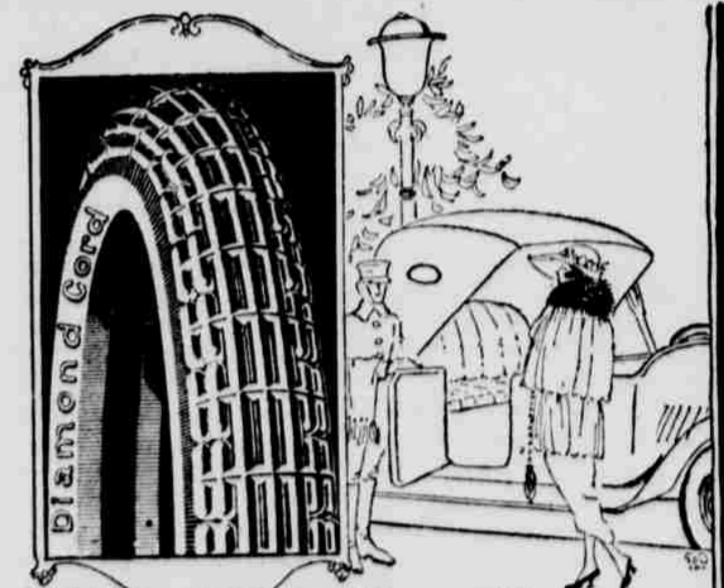
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