

BETTER ROADS REAL DEFENSE

Clarence A. Earl, Automobile
Manufacturer, Gives
His Opinions

NEW MILEAGE INCREASES

Story Told How Rural Resi-
dent Is Won Over to Pro-
gressive Program

Real Estate Dealers

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JACKSON, Mich., July 23. —
(Special)—This county's trans-

portation facilities can never com-
pletely fall to a point where the
movement of the necessities of life
will be stopped. In the automobile
this nation has a permanently effi-
cient and ever ready second line
of transportation capable of vast
capacity as to passengers, larger
perhaps than that actually avail-
able in the railroads. In the matter
of short hauls of freight the
motor truck is proved to a point
where the railroads are seriously
considering them as competition.

What a wonderful thing it is
for this country, with its vast and
diversified production, its activi-
ties reaching from coast to coast,
to be as secure in the distribution
of this volume of merchandise as
the automobile and motor truck
make us.

Good Roads Necessary.
Good roads are necessary to
maintain this second line of trans-
portation and this year it is evi-
dent that the amount of new good
road mileage will exceed the
building of any passenger car. The
national government has been ac-
tively encouraging the continued
systematic construction of good
roads, aiding the various states fi-
nancially by granting a subsidy

and in turning over to the various
states much of the surplus equip-
ment of the army.

In the early days of good roads
propaganda the farmers in the big
western states were slow to en-
thuse over it. They had not taken
up the automobile then of course,
as they subsequently did, and the
added taxes that came when new
concrete roads were built meant a
good deal to the farmer. He fig-
ured that the roads were good
enough for his father and himself
to always get into town if they had
the right kind of teams and that
anyway, the city folks touring out
in the country and running over
chickens and unwary ducks were
to be the principal beneficiaries of
the proposed improvements.

Farmers Bear Burden.
However, the advance of the
automobile went steadily on into
the farming communities. The
case with which the farmer could
run into town and back a car,
and then over to a neighbor's to
borrow a tool or take one back,
and then on again to do count-
less other errands, quickly sold
the automobile to him. Its ad-
vantages to him must first be ob-
vious, and with those properly
presented, the automobile came
into its own in every farming
community in the country.

Now that the farmer had an
automobile, the program for new
and better roads was viewed dif-
ferently. He was favorable to it.
He saw what it meant to him.
What if the city folks who did
not pay taxes in that county did
benefit? So did he, and he would
benefit in the neighboring coun-
ties, where the farmers there had
to stand the burden.

The present day successful au-
tomobile owning farmer looks
back now and laughs at his early
antagonism to good roads. The
benefits he has derived since
their construction are so many
that it would be impossible to sit
down and enumerate them.

Rural Man Won Over.
Winning the farmer over to
the side of the good roads propa-
ganda gave road building an im-
mediate impetus. The speed with
which trips with cars and trucks
could be made from nearby cities
to his farm put the farmer who
previously had considered his
place a little out of the way, in
quick and constant contact with
things in town. The automobile
and good roads gave a new and
pleasing side to the home life on
the farm, for the farm mother
and her children could now go
in and see a motion picture show
and get back to the farm long
before the ordinary bed time,
and that is early enough on a
farm. There was not the usual
unhitching of horses, watering
and bedding down, and running
the buggy into the shed, and lock-
ing up the barn, and other things
that develop for attention once
the farmer gets looking around.

The car was driven under the
shed or into the garage and the
lights turned out. Community
life began to develop by leaps
and bounds. Neighbors who had
known each other for years but
visited infrequently, and then in
town or at church were re-united.
The automobile made a run over
to the next town an easy matter
and the farm women found in the
automobile the most powerful and
constructive force for building
neighborhood spirit and commu-
nity sociability offered to them
thus far.

All For Good Roads
They naturally felt enthused, so
they took up the gospel of good
roads and blended their efforts
with the so-called city folks. Now
every one is for good roads be-
cause their obvious advantages
are plainly manifold. They mean,
for the city people, getting out
into the big open country, and the
city children now have a chance
to see a cow and really know
what the animal is and what it is
for and how it lives, and where.
The city man can make a fast run
out to a neighboring lake and get
out his fishing tackle before the
fish know he is even on the way.
Back to town with a nice mess of
fish—and all because of the au-
tomobile and good roads. Tour-
ing, long drives over extended
periods of time, from weeks to
months, has now become a big
factor in our national idea of re-
creation.

Where a man was accustomed
in former days to take his family
to a quiet spot and spend his vaca-
tion, he can now take them on a
tour and see ten times as much
of the natural beauties of the
country as previously, and at
about one-tenth the cost. And
to the business man, the salesman,
making small country towns, the
automobile has increased his ef-
ficiency to such an extent that ev-
ery enterprise doing any amount
of business in rural communities
—and others, for that matter—
has equipped its salesmen with
automobiles. They can cover
more territory and do more busi-
ness at less cost than in previous
years. They are enabled to call
upon more customers more often,
thus adding to their sales records
and maintaining a frequent con-
tact with the trade, which, after
all, is the secret of good selling.
Sociability Grows.

As the city man drives out into
the country to see that which is
not available to him in the city,
so does the farmer drive into the
city to view its hustle and great-
ness. Thus each comes into the
zone of the other, learns the
modes of living there, and some of
the problems. There develops a
better understanding between the
city and rural population, and a
better appreciation of the inter-
dependability that does and al-
ways will exist.

If the farmer had to buy trans-
portation on the railroad every
time he visited his nearest big
city, his trips would be infrequent.
But the automobile—the second
line of transportation—makes him
independent. All he needs is a
good road to make the drive
pleasant, and he is working hard
for that now.

As a development in our econ-
omic scheme of things the auto-
mobile, to me, is without a paral-
lel. Its functions, both pleasure
and utility, are many—its influ-
ence upon the peoples of far-flung

communities is so uplifting and
helpful—that one wonders what
would happen should the auto-
mobile be suddenly taken away from
it. A good way to realize the ben-
efits which we daily enjoy is to
stop and contemplate for an in-
stant what we would do if sud-
denly bereft of them. Then let us
enjoy to the full that which we
have. Let us build good roads that
will give everyone this added en-
joyment in countless ways. Let us
quickly land himself mid the de-
lights of the country air and quiet-
ude and so the rural dweller can
foster a splendid community life,
partake in the conveniences that
formerly existed only for city resi-
dents and tour with all those who
do tour, whether from the city or
the country, to distant parts of the
land—to far-away national parks
and mountains or the seashore.

Whenever you think of the au-
tomobile, think of it as the na-
tion's second line of transporta-
tion. Be proud you are living in
this day and age to enjoy it.
Boost for the good roads that
make the fullest joys of automob-
iling complete and constant.

AURORA TO HAVE POWER PROJECT

Olga Netter Files Application
With State Engineering
Department

Eleven new applications for per-
mits to appropriate water from
Oregon streams are reported by
the office of Percy A. Cuppef,
state engineer.

The applications are as follows:
By Olga Netter, of Aurora, Ore-
gon, covering the appropriation of
water from two unnamed tributaries
Pudding river for power devel-
opment.

Ralph M. Levee, of Cramer,
Ore., covering the appropriation of
water from a spring for irrigation
of five acres and for domestic sup-
ply in Harney county.

By W. E. Davis of Hood River,
covering the appropriation of wa-
ter from an unnamed spring for
domestic water supply, in Hood
River county.

By Albert E. Wright, of Hill
Crest, covering the appropriation of wa-
ter from springs, tributary of
Yamhill river, for domestic sup-
ply.

By H. H. St. Earle, of Grants
Pass, covering the appropriation of
water from Galice creek for
mining purposes, in Josephine
county. The estimated cost of
construction amounts to \$5000.

By Jefferson W. Berry of Siste-
rs, covering the appropriation of
water from Trout creek and Cold
springs, tributary Squaw creek, for
irrigation of 115 acres, and for
domestic use, in Deschutes county.

By E. Abel, of Grants Pass,
covering the appropriation of wa-
ter from an unnamed spring for
domestic water supply.

By George L. Allen and Bert
Gates, of Kerby, Josephine county,
covering the appropriation of wa-
ter from Sucker creek, for placer
mining purposes.

By F. O. Hamlin, of Merlin, cov-
ering the appropriation of water
from Buck gulch for irrigation of
10 acres in Josephine county.

By John Palmer and George
Palmer of Watson, Ore., covering
the appropriation of water from
OWyhee river, for irrigation of 44
acres in Malheur county, at a cost
of approximately \$1400.

By the East Side Logging com-
pany, of Portland, covering the
appropriation of water from
Step creek, tributary Nehalem
river for fluming and storing
forest products in Washington
county. The construction cost is
estimated at \$8500.

Wounded Carrier Pigeon Is Found at Silverton

SILVERTON, Ore., July 23.—
(Special to The Statesman.)
John K. Mount, a local bird fan-
cier, is in possession of a wound-
ed carrier pigeon bearing marks
21—845 and 2504, Seattle.
Lloyd Fry, a mechanic at the
Allen Brothers' garage found the
bird and brought it to Mr. Mount,
who is taking care of it. Mr.
Mount has written to Seattle in
hopes of getting information
about the bird's destination.

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Best Range in America
For wood only and the only
steel range made with a 26-
inch oven.

Patent draft construction al-
lows no cold air to enter range
while baking. The fuel burns
nearly all the top and consumes
nearly all the ashes. Cuts your
fuel bill in half. Burns saw
dust, bark, green wood—and
is a perfect baker.

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**PEOPLE'S FURNITURE
STORE**
271 N. Commercial Street
SALEM, OREGON

SOME WONDERFUL EGG PRODUCING RECORDS BEING MADE AT PUYALLUP

Progress for June of the Twelve Months Contest at
the Western Washington Experiment Station by the
various Breeds of Poultry of Leading Coast
Breeders.

The report for June 1921, of
the western Washington egg lay-
ing contest at the Puyallup Experi-
ment Station is as follows:

The production for June has
been 62.4 per cent as against 64
per cent of last year. The aver-
age for the eight months since
November 1 is 63.1 per cent and
was 62 last year for the same
period. The months of May and
June, 1920 showed the highest
production of the year, but had
been preceded by a period of low
production, so that the total to
date shows a small lead over the
first contest.

The general health of the con-
test birds is quite satisfactory.
Three birds died during the month
two from misplaced yolks and one
from over-feeding. The Merri-
man pen again leads for this
month with a total of 123 eggs.
Hollywood is second with 121 and
Mrs. Joe Wenrick's pen from Pa-
louse Falls, Wash., is third with
119. The Maddux pen with a
lay of 118 is fourth for the month
and still holds on to second place
in the contest. The Hollywood
pen has finished into third place
winning both the Coats' Leghorns
and the Ill-A-Hee aBRed Rocks.
July 1, 1920, showed three
pens (five birds to the pen) over
the 900 mark. The top pen was
the Oregon Rocks, having 949,
and the Tanager Leghorns which
finally won the contest had 912.
There are nine pens over the 900
mark at this date with the Merri-
man pen leading with 899 eggs
and still going strong, whereas
the Oregon Rocks slacked up last
season during the hot weather.
The chances are surely excellent
for exceeding the high records
made last year.

In the individual bird contest
there are 18 birds with a lay of
200 or more eggs in the eight
months as against 6 in 1920 for
the same period. A production of
200 eggs in eight months is a very
credible performance, and such
a bird always has a possibility of
making the coveted 300 mark in
12 months.

The feed prices were the same

as the previous month. They
were as follows: Oats, \$41;
scratch, \$43, mash, \$45, and shell
\$21 per ton; blood 5 cents per
pound and milk 50 cents per
hundredweight. The average feed
cost for the month per pen
(birds) of the Mediterranean, in-
cluding the Leghorns, Anconas,
etc., was \$1,023 or \$172 per
bird. The average feed cost for
the month per pen of birds of
the Americans, including the
Rocks, Wyandottes, Rhode Island
Reds, etc., was \$1,053 per pen, or
\$176 per bird.

CHALLENGE

SALEM

July 25, 26, 27,
28, 29, 30, 31

Twelve
Concerts!
Ten Lectures!

Play: "Nothing but the
Truth"

Vilhjalmur
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Famous
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Adults \$2.72
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No War Tax

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Resident Representative
Clark, Kendall & Co. Inc.
Room 309-310
U. S. Nat'l Bank Bldg.

The average prices received for
Experiment Station eggs for the
month were 22 cents for stand-
ards and 18 cents for pullets.
The best laying hens taken from
the flocks of all the various
breeds of chickens bred by lead-
ing Pacific coast poultrymen have
been entered in this 12 month
contest and some wonderful egg
laying records are being made.
—George R. Shoup, Poultryman

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Our rapidly increasing electrical fixture bus-
iness has made it necessary for us to enlarge,
so we are moving a part of our fixtures to the
second floor, and as soon as present occupants
can vacate we will have the entire floor.

Superior Fixture Service

And we will spare no pains in furthering this
end. We are a little torn up at present, but
in a few days we'll be better prepared than
ever.

Electric Fixture and Supply Co.

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You are cordially invited to visit the new home of

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At
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Features of this better sort of service are:
Honest advice as to the actual condition of the
battery of whatever make:

Free hydrometer tests and free distilled water,
whether you are a Prest-O-Lite user or not.

Courteous treatment and prompt attention always.

We won't try to sell you a new battery until your
present battery is actually dead and ready for the soft
music. When you do need a new battery, you will be
glad to know that Prest-O-Lite is back to pre-war prices
and that an allowance will be made on your old battery.

This new Prest-O-Lite Service Station is one more
link in the chain of nation-wide service which has made
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in the World."

Drive around and get acquainted

Farris Brothers

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Used Motorcycles at 1922 Prices

New motorcycles dropped in, price \$100, for that reason
it was necessary to lower the price of used ma-
chines the same per cent drop. Look over the list be-
low and you will see that we have cut the price of mo-
torcycles to the very bottom—

- 1920—Electric Harley-Davidson, nearly new.....\$345
- 1919—Electric Harley-Davidson.....\$295
- 1919—Electric Indian, fine condition.....\$275
- 1920—Harley-Davidson Sport.....\$195
- 1919—Harley-Davidson, magneto model.....\$245
- 1916—Harley-Davidson, overhauled.....\$175
- New Briggs & Stratton Motor Wheel, old price \$128,
special at.....\$50

These machines have been overhauled and repainted
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HARRY W. SCOTT
"The Cycle Man"
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repaired with good materials, with thor-
ough skill and with the right vulcanizing
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