

MAXWELL IN HARDSHIP RUN

Bad Roads of West Virginia Negotiated Without Mishap in Test

ECONOMY FULLY PROVED

Promise to Make Car Whose Value Could Not Be Doubted is Fulfilled

Another endurance record has been set by the good Maxwell in West Virginia.

With the low and intermediate gears removed, and carrying three passengers, a good Maxwell rock car traveled 565 miles over mountains and through muddy valleys without trouble of any kind.

Big Bills Included. The famous Turtle Creek hill.

just out of Pittsburgh, Summit mountain at Uniontown, and Laurel mountains at Elkins were included in the trip.

T. L. Cordray, general manager of the Hall Garage company, Inc., Maxwell-Chalmers distributors at Fairmont, personally supervised the trip, driving the car himself most of the time.

Roads Bad From Rain. "Rainy weather had made the roads very bad," says Mr. Cordray, "but the good Maxwell went through without trouble of any kind, covering the entire 565 miles on 3 1/2 gallons of gasoline, an average of 18 miles to the gallon.

The test not only proved the goodness of the good Maxwell, but confirms the opinion of all good Maxwell owners that it is a remarkably economical car.

Promises Fulfilled. "At its new price the good Maxwell is indeed fulfilling the promises of the new organization behind it.

"They said they would make a car so good that its value could not remain for a moment in question. Not only have they done this but they have twice reduced the price while making these improvements."

"How do you like your new boarding house?"

"Oh, the rooms are fair, the table is tolerable, and the gossip is great."

MOVE BRINGING BETTER ROADS

Three Hundred Thousand Miles Surfaced Highways Built Since 1880

MORE FUNDS NECESSARY

Total of 1702 Agencies Actively Promoting Better Thoroughfares

BY C. S. LEE

The growth of "The Good Roads Movement" in the United States and Canada since its organized inception in 1880, and with the great stimulus it received in the periods 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.

There are now 1702 organized agencies actively and directly pleading the cause of good roads. The agitation, to date, has brought about the construction of 310,000 miles of surfaced highways—raising the highway mileage of the United States to 2,478,552 and that of Canada to 255,000.

Industry Dependent. The automotive industry, fourth largest in the country, with 363 manufacturing plants capitalized at \$1,204,378,642, and employing 325,000 workmen; having an annual output of 2,205,197 passenger cars and trucks valued at \$3,694,814,620, and supplemented, as it is, by 1,900 firms producing auto parts valued at \$300,000,000 a year, together with 1,000 firms manufacturing annually 35,000,000 tires valued at \$1,000,000,000 is absolutely dependent upon highway improvement for its stability and upon increased road mileage for greater expansion. In addition, 35,000 distributors of automobiles are involved as well as 45,800 dealers in automobile accessories and 35,000 dealers in tires. So great, too, has the road-building industry become, in consequence of the demand for improved roads, that there are now 7,500 contracting firms engaged in actual construction work. The roads are now traversed by 9,211,295 licensed cars and trucks, of which 3,000,000 are used on the farms. These cars consumed 3,200,000,000 gallons of gasoline last year.

Pioneer Called "Nut". Prior to 1880, when Amos G. Batchelder, late chairman of the executive board, 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, but no doubt well meaning

person, who might be seen but not heard. Usually he was very promptly "sat down upon" by the lugubrious "expanser." Opposition gradually melted away, however, as the campaign became more fully organized and extended. Since 1880 more than \$2,900,000,000 has been spent for highway improvement in the United States and Canada. More than \$1,300,000,000 is now available and \$1,500,000,000 additional projects under contemplation. And yet, with all this only a beginning has been made. Billions more must be expended before the country has anything like a highway system adequate to the traffic needs.

Constant Work Necessary

It has been only by the most persistent efforts on the part of the advocates and the formation of militant organizations everywhere that "The Good Roads Movement" has been carried to its present high estate. The automobile and the motor truck have done more to create a favorable sentiment than any other agency.

While state road building policies were nothing new, in view of the action inaugurated by Kentucky in 1821, which resulted in the completion of 343 miles of state roads by 1837, very little had been accomplished by any of the states or the federal government beyond the construction of the toll road, so called "National Road" from Cumberland, Md., to St. Louis, Mo. The latter was begun in 1806 during the administration of Thomas Jefferson.

The first state aid law was passed by the New Jersey legislature in 1891. The next year "The National League for Good Roads" was formed to conduct a vigorous campaign for the establishment of a federal highway bureau. In 1893 the department of agriculture, in accordance with an act of congress approved March 3, 1893, established the office of road inquiry to investigate systems of road management in the United States.

Autos Push Movement

The automobile was introduced from 1895 to 1900, giving the movement an impetus that pushed it far to the front. The introduction of the motor truck in 1904 sent it forward to an even greater height. The following year New York state took the lead by appropriating \$50,000,000 for good roads. In 1912 the first federal aid convention was held by the American Automobile Association at Washington and Congress established a joint committee to go into the whole field of government participation in road work. That year, too, congress appropriated \$500,000 for the improvement of selected post roads. Individual local and state highway officials established in office in the meantime began their agitation. New Jersey established the first state highway commission in 1892, and Massachusetts followed in 1893, not only with a commission but a state highway system. Today 48 states have highway departments.

Many national organizations sprang up, chief among which were the American Highway Association, the American Road Builders' Association, the Automobile Chamber of Commerce, the American Association of State Highway Officials, the Associated Highways of America, the National Park Touring association, the United States Good Roads Association, the Public Land States Highway Association, the Tri-State Good Roads Association, the Canadian Good Roads Association, and others.

Agencies Are Numerous

Of the agencies that are now fighting for highway improvement 56 are organized movements for the construction of certain national or interstate highways, 15 are national or interstate good roads associations, 34 are state organizations and motor clubs, 260 are roads committees and 135 national-chinery trade associations and engineering societies, 32 are motor truck and automobile trade organizations and 131 agencies are publications devoted to the movement in one form or another. In addition, there are 735 chambers of commerce, merchants' associations and boards of trade having good roads committees and 135 national trade or industrial associations having standing committees which frame the policies of those organizations in matters pertaining to highway improvement.

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, real estate dealers, motorcyclists, bicyclists and others directly interested, has given to the movement strength so great that no politician, national, state or local, dare refuse to listen when there is an honest demand for road improvement. At least 30,000,000 Americans are now advocates of good roads.

Highway Bond Issues Increase.

According to figures from reports to the Asphalt Association New York City, for the month of June, 1921, compared to figures for May, provision for future highway work in the United States and Canada, took a big spurt during the month just closed. During June a total of \$179,207,359.36 in new bond issues for roads and streets were reported from 310 state, counties, townships, road districts and municipalities, compared to \$164,712,353 from 59 similar divisions of government having charge of highway work. This is an increase of \$14,536,006.36 for June over May and makes a total of \$243,678,712.36 in new bond issues over and above the \$1,000,000,000 previously available, or a grand total of \$1,343,678,712.36 now available for highway work in the United States and Canada. 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, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Wisconsin and Wyoming. The southern states, especially, have been coming to the front. Pennsylvania, however, now leads the country in funds provided. Alaska, Arkansas, the District of Columbia, Maine, Nevada, New Hampshire, North Dakota, Rhode Island and Vermont, the figures show, are providing on the other hand, very little in new bond issues and apparently are taking little interest in highway construction. Ohio leads the states in the number of new bond issues, having reported 63 in June and 49 in May, a total of 112. New York follows with a total of 52 and Pennsylvania was third with 44. North Carolina reported 36 and Texas 25. Virginia led in amount of bond issues for June, reporting a total of \$51,419,000 last month as against \$810,000 for May. Pennsylvania was second for June with a total of \$26,078,000 and New York was third with \$23,634,860. Texas reported June bond issues of \$13,286,000 as against \$3,681,000 in May.

State Funds Listed.

The total amount of new highway bond issues made available in each state last month was as follows: Alabama, \$2,682,000; Arizona, \$75,000; California, \$4,878,000; Canada, \$3,329,016; Connecticut, \$309,000; Delaware, \$15,000; Florida, \$3,855,000; Georgia, \$835,000; Idaho, \$2,190,000; Illinois, \$8,839,000; Indiana, \$300,596; Kansas, \$134,000; Kentucky, \$220,000; Louis-

iana, \$902,000; Maryland, \$201,000; Massachusetts, \$469,000; Michigan, \$4,000,000; Minnesota, \$5,072,904; Mississippi, \$1,892,000; Missouri, \$425,000; Montana, \$395,000; Nebraska, \$181,500; New Jersey, \$7,007,500; New Mexico, \$875,000; New York, \$23,634,860; North Carolina, \$1,566,000; Ohio, \$7,907,947.36; Oklahoma, \$150,000; Oregon, \$7,483,240; Pennsylvania, \$26,078,500; South Carolina, \$1,440,000; South Dakota, \$60,000; Tennessee, \$2,910,000; Texas, \$13,286,000; Utah, \$225,000; Virginia, \$61,419,000; Washington, \$416,000; West Virginia, \$29,000; Wisconsin, \$384,500; Wyoming, \$2,425,000.

For May the reports of new bond issues were: Alabama \$1,087,000; Arizona, \$725,000; Colorado, \$5,000,000; Connecticut, \$40,500,000; Delaware, \$410,000; Florida, \$2,094,000; Georgia, \$1,045,000; Indiana, \$795,000; Iowa, \$750,000; Kansas, \$261,000; Louisiana, \$150,000; Maryland, \$120,000; Massachusetts, \$74,000; Michigan, \$3,195,000; Minnesota, \$1,783,134; Mississippi, \$320,000; Missouri, \$10,413,000; Montana, \$200,000; Nebraska, \$510,000; New Jersey, \$5,187,000; New Mexico, \$147,500; New York, \$2,109,242; North Carolina, \$5,765,000; Ohio, \$14,596,129; Oklahoma, \$1,114,000; Oregon, \$1,006,000; Pennsylvania, \$52,455,000; South Carolina, \$2,915,000; Tennessee, \$3,363,500; Texas, \$3,681,000; Virginia, \$810,000; Washington, \$129,000; West Virginia, \$21,000; Wisconsin, \$1,231,000; Wyoming, \$300,000.

Some States Stock Up.

California, Canada, Idaho, Illinois, Kentucky, South Dakota, and Utah reported no bond issues in May while Colorado and Iowa reported none in June. For the two months combined the number of bond issues and their total value in each state were as follows: 13 in Alabama, \$3,769,000; 3 in Arizona, \$810,000; 1 in California, \$4,787,000; 4 in Canada, \$3,329,016; 1 in Colorado, \$5,000,000; 3 in Connecticut, \$40,500,000; 2 in Delaware, \$442,000; 18 in Florida, \$5,949,000; 11 in Georgia, \$1,376,000; 3 in Idaho, \$2,190,000; 1 in Illinois, \$8,839,000; 1 in Indiana, \$300,596; 1 in Iowa, \$750,000; 1 in Kansas, \$261,000; 1 in Louisiana, \$150,000; 1 in Maryland, \$120,000; 1 in Massachusetts, \$74,000; 1 in Michigan, \$3,195,000; 1 in Minnesota, \$1,783,134; 1 in Mississippi, \$320,000; 1 in Missouri, \$10,413,000; 1 in Montana, \$200,000; 1 in Nebraska, \$510,000; 1 in New Jersey, \$5,187,000; 1 in New Mexico, \$147,500; 1 in New York, \$2,109,242; 1 in North Carolina, \$5,765,000; 1 in Ohio, \$14,596,129; 1 in Oklahoma, \$1,114,000; 1 in Oregon, \$1,006,000; 1 in Pennsylvania, \$52,455,000; 1 in South Carolina, \$2,915,000; 1 in Tennessee, \$3,363,500; 1 in Texas, \$3,681,000; 1 in Virginia, \$810,000; 1 in Washington, \$129,000; 1 in West Virginia, \$21,000; 1 in Wisconsin, \$1,231,000; 1 in Wyoming, \$300,000.

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(Continued on page 8)



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10,387 MILES In Ten Days

Test Proves Conclusively the Superiority of the Willys-Knight Sleeve Valve Motor.

On July 4th the Willys-Knight, a strictly stock model, was started on a performance test over the Fresno Speedway to prove to the motoring public the wonderful stamina, power, speed and cooling properties of the car.

The official figures on the test show how well the Willys-Knight proved its merit. In ten days and nights it covered 10,387 miles—a distance almost half way around the world!

The temperature on the track during the test ran as high as 142 degrees—and yet the water in the radiator never boiled! Proof of the remarkable cooling properties of the Willys-Knight.

An average speed (for the elapsed time from July 4 to July 14) of 43 1/4 miles per hour was maintained—showing the speed and sturdiness of the Willys-Knight.

This performance is of interest to the motorist as well as to the prospective motor car purchaser, for it really affords an actual, definite proof of what the Willys-Knight will do.

Three years of strain and usage by the average driver would scarcely subject any car to the same trying conditions which this Willys-Knight met and conquered in the short space of ten days. Almost a motor's lifetime use was packed into ten short days, under the most torrid sun in America and on a bowl that shuts off all cooling breezes.

No test could be more severe—no performance more gratifying—no triumph over adverse conditions more complete—no proof of durability more convincing.

The Willys-Knight again proves its superiority.

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Touring, f. o. b. Toledo, now \$1895

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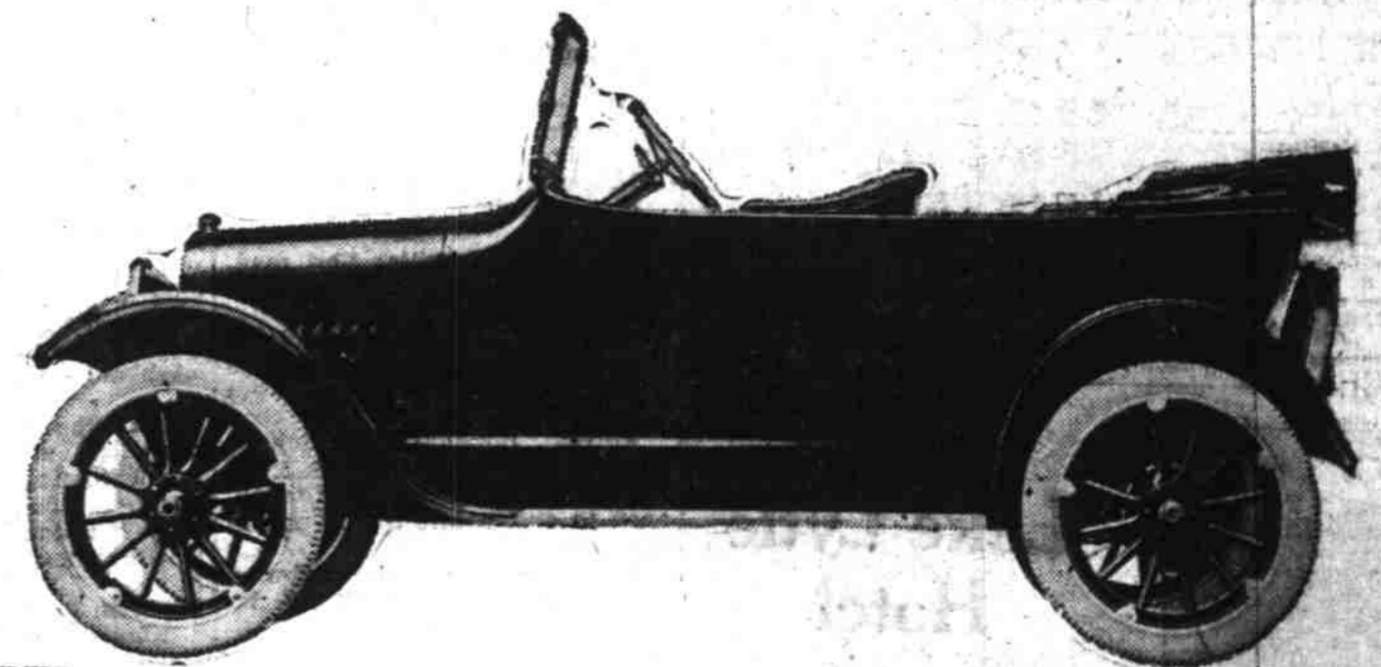
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