

# NOT NATION OF SPENDERS SAYS AUTOMOBILE EXPERT

The following clipping was furnished by H. F. Bonesteel:

"The general opinion of the public is that we are a nation of spenders, and that we are particularly extravagant because so many of us own automobiles.

"There are about 8,000,000 automobiles in use in America, with a population of about 105,000,000. That is one car to practically every 13 persons. Using as a basis four persons to a family, it figures around one automobile to every three and one-third families.

"If those 8,000,000 automobiles save but one hour a day of the time of each user, then the automobile, as an institution, saves for the people of this nation 300,000,000 eight-hour working days per year—based on 300 working days to the year.

"Placing a value of \$5 per day upon the time of the average automobile user, it means an economic saving of \$1,500,000,000 a year for the nation. This totals \$10,400 a minute, or \$170 a second—based on 300 working days per year of eight hours each.

"If each car averages a mileage of but 15 miles per day, the automobile adds 120,000,000 miles of transportation per day to the commercial and social activities of the people of this nation; or, based on a 365-day year, it gives us the staggering total of practically 44,000,000,000 miles of transportation per year! This gigantic mileage is the equivalent of over 7,000,000 round trips per year between New York and San Francisco—comprising a distance of approximately 3,100 miles each way. It figures 27 one-way trips

per minute, continuously, 24 hours a day!

"These figures prove that the automobile is an actual part of the every-day life of the American people; they prove that our progress, as it stands today, owes its existence in a large measure to the advantages in transportation that the automobile has made possible. Transportation, it must be remembered, has blazed the trail for most of the progress that the world has made. While there is no transportation, there is no business; and where there is no business, there is no money in circulation; and where there is no money in circulation, you won't find very many human beings—particularly many red-blooded Americans!

"The transportation made possible by the automobile is one of the greatest contributors to our economic wealth that there is in the nation."

## REPORT ON ROADS

(Continued from page 1.)

Day, Canyon City or Prairie City. It is necessary to go via Monument, Long Creek and Mt. Vernon, or via Mitchell from Tilley's. The latter road is much better and travel is advised to use that route. New road open about September 15.

Dayville - Prairie City: Good condition; last 20 miles good gravel.

Prairie City - Ironside - Vale: Good to Ironside; main road from there to Vale in fair condition but slow through loose gravel; take north road between Jamieson and Brogan; construction on other road; macadam from Brogan to Vale.

Vale - Ontario: Fair with no detours.

Ontario - Nyssa: Rough and dusty.

La Grande - Joseph Highway: La Grande - Enterprise: Paved to Island City; rough and dusty between Island City and Elgin; From Elgin to Milam, first five miles macadam and fair from this point on; under construction through Wallowa canyon. From head of Wallowa canyon to Lostine, under construction but fair detours, well marked.

Enterprise - Joseph: Detours well marked; fair but heavy with dust.

Joseph - Wallowa Lake: Fair



A leaky, torn or shabby top is a constant source of worry and discomfort. Why not have us make the old top handsome and really serviceable by having it RECOVERED.

The cost is reasonable, and, if we do it, the work doesn't take long. Only the best grade materials used.

We have four men here at all times to give you service and guarantee satisfaction.

We do all kinds of curtain and cushion repair work.

**Hull's Top Shop**  
T. C. Wood, Mgr.  
(Back of Y. M. C. A. Bldg.)  
271 Chemeketa St.

county road, somewhat rough in places.

Pendleton to La Grande—First 20 miles macadamized, from this point to Hilliard, rough county road; from Hilliard to La Grande, under construction, very rough; watch for danger signs.

La Grande to Baker—To Hot Watch for danger signs. Lake, paved and macadamized; Hot Lake to Union, under construction, closed; take foot hill detour; Union to North Powder, being macadamized, road in fair condition; North Powder to Baker good; one turnout at bridge under construction at Wolf Creek.

Baker to Ontario—To Nelson, good county road, a little rough in places; Nelson to Huntington, new grade now open to public, except near Gale's crossing to the weatherly hotel; Lime to overhead crossing, use old road at these two points; old road in good shape.

Huntington to Ontario—Via Olds Ferry, first seven miles are rough; via Ontario, under construction, keep to Idaho side.

Central Oregon Highway: Bend-Burns—Fair, take new road out of Bend for about 16 miles.

Burns-Vale—Best road through Drewsey, rains have helped these roads; Vale to Ontario, fair.

Oregon-Washington Highway: Washington State Line-Pendleton—Paved. Traffic should use caution in passing over highway between Weston and Milton as the shoulders are soft.

Pendleton-Heppner—Pendleton—Pilot Rock—New macadam, in fair condition.

Pilot Rock to Morrow County Line—Rough and dusty, partly under construction.

Morrow County Line to Heppner—Fair.

Heppner-Ione—Very rough detour Lexington to Jordan.

Ione to Morgan—Macadamized.

Morgan to Columbia Highway—Rough and dusty.

McKenzie Highway: Springfield-Blue River—Good road entire distance, some construction work but traffic not interfered with.

Blue River-McKenzie Bridge—Under construction but open; good road.

McKenzie Bridge—Under construction but open and passable; fair.

McKenzie Pass—Closed until spring on account of construction work on Dead Horse grade.

Sisters-Redmond—Graveling under way; no delay to traffic.

Ochoco Highway: Redmond-Mitchell—Graveled to Prineville; under construction and rough from Prineville to the forest boundary; rocked to Summit and in good condition; open to auto travel from Summit to Mitchell, and in fair condition.

Sherman Highway: The Dalles-Madras (Bend and Redmond)—Through Sherman county, via Wasco, Moro, Grass Valley, Shaniko and Antelope; fair throughout.

Shaniko-Mitchell Highway: Fair in general, with a few rough places.

Baker-Unity Highway: Fair throughout—first 10 miles macadamized.

Ashtland-Klamath Falls Highway: Both Topsy Grade, via Ager, and the Green Springs Mt. Hood are rough and dusty and full of chuck holes.

Klamath Falls-Lakeview Highway: From Klamath Falls to a point 5 miles east of Olene is good macadam; thence to a point 4 miles west of Olene is very rough on account of trucks hauling rock; thence to Dairy is newly macadamized; good from Dairy to Bly. Travel is advised to take the river road from Olene to Bonanza and the hill road from Bonanza to Bly, if it is not desired to pass through Dairy; Bly to Drews Valley, rough; Drews Valley-Lakeview, good.

(Bend) Lapine-Lakeview Highway: Bend-Silverlake—Rough and dusty via either Lapine or Millikan, although best road is via Millikan and China Hat.

Silverlake-Paisley—Good.

Paisley-Lakeview—Account of construction work, traffic is advised to take the hill road between these points.

Lakeview-Burns Highway: Best road via Warner Canyon and Push; Warner Canyon recently graded and macadamized.

Klamath Falls-Crater Lake Highway: Travel advised to go on east side of Lake; good macadam from K. F. to Barclay Springs; thence to Lamm's Mill, recently graded and rough; Lamm's Mill to Williamson River, good dirt road; thence to Fish Hatchery is badly rutted and dusty; fish hatchery to Crater Lake, excellent.

Baker-Cornucopia Highway: Baker to Halfway—Partly macadamized, balance in good condition.

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car itself and the condition in which she keeps it.

The company which thus comes to the defense of the chauffeur, the Willard Storage Battery Co., of Cleveland, was able to picture the situation by observing through the many eyes of its service men what kind of treatment women give the storage batteries in the cars they drive.

Contrary to popular opinion, it was the testimony of those connected with the storage battery more than do the men. In fact, many service men are of the opinion that they are more careful in seeing to it that the battery gets the necessary occasional hydrometer test and drink of distilled water. Some of the best results in battery service are obtained on cars driven almost entirely by women.

Many women even look after their cars themselves, doing their own testing and filling, and likewise making themselves handy with screw driver and monkey-wrench. To help increase the number of fair ones who can be trusted with the family gas chariot, the Willard service stations in this city and throughout the country are now making special efforts to teach the women the rudiments of battery care.

Educational pamphlets are being distributed at the service stations and getting verbal instruction and even the motion picture screen is being used. The company has produced a short film in which the principal character is a young woman and the story of which centers around a motor car.

cover Wash. Hauling cement, sand, gravel and other road building materials is a severe test on the durability of any truck and the way these Macks have stood up under this kind of service is an example of what may be expected from all Macks, Mr. Steiner says.

**Used Car Problem is Solved by Bonesteel**

The Bonesteel Motor company has adopted the policy of completely overhauling, rebuilding and guaranteeing every used car that it offers for sale.

H. F. Bonesteel, of this firm has made a study of the used car problem, and believes this is the only satisfactory solution, and that aged cars should be put in such a condition that they will be a credit to the firm and establish such a reputation that the fact of the car being offered for sale by them will be a guarantee of its worth.

Howard Shireman, who is now in charge of this department, was formerly in charge of the used car department of the Covey Motor Car company.

It is announced that a few days ago the earth passed through the tail of a comet—but not close enough to hear the band play on its dancing deck.

# SALE Of Used Cars

at the biggest used car establishment outside of Portland. Over 30 cars to choose from. Here are three—

Newly repainted Mitchell Six, in excellent condition, a real buy at.....\$575

Buick Six touring, first class shape, 4 new tires, if you hurry only.....\$550

1920 Chevrolet, a wonderful buy at only.....\$450

**Oleson's Auto Exchange**  
341 North Commercial St. Phone 666

# MACK PERFORMANCE COUNTS

## GET THE WORTH OF YOUR MONEY

**When Buying a Truck**

These days the woods are full of parentless trucks. Either the assembly plant or dealer is in financial straits and, in some instances, both. The trucks are offered at what may appear to be alluring prices but the wise buyer will avoid them as he would contagion.

First cost is not the proper basis by which to judge true truck value. Ultimate cost, measured by the life of the truck in years and miles, is what should decide your choice.

We invite you to investigate the responsibility of the manufacturers of MACK trucks and the dealers who sell them. We urge you to inquire into the merits of the truck as they have been demonstrated by performance in the hands of owners. We are positive, if you make an independent, unbiased investigation, you will determine the truth of our assertions.

When you buy a MACK truck you get your money's worth. Isn't that your desire?

**Mack International Motor Truck Corporation**

A. T. STEINER, District Representative  
258 STATE ST. SALEM, OREGON

## SEVERE STRAIN IS MACK TEST

Evidence of Wearing Quality Found When Gears of Machine Examined

Everyone acquainted with automotive mechanics knows that the transmission gears are subjected to the severest wear. When a five-year old three and one-half ton Mack truck owned by Hetrick & Cline of Portland was in the shop of the Mack-International Motor Truck corporation recently a thorough inspection of the transmission gears was made. The tool prints that were put there originally when the gears were being ground remained in evidence. A. T. Steiner, Salem representative of the Mack says that the presence of these tool prints is conclusive evidence of the kind of materials used in Mack gears and their wear-resisting qualities.

Hetrick & Cline own two Mack trucks, both of three and one-half ton capacity. The first was purchased in 1916 and the second acquired more recently. These trucks have hauled enormous quantities of cement and have done a great deal of road construction work for the Pacific Bridge company. Their trucks go wherever there is work for them and one assignment took them to Van-

## THE LINE COMPLETE

The new Sound Fabric Tire, introduced in April has been pronounced by dealers to be the superior of many cord tires.

It is the best fabric tire on the road:

Because the bead has been strengthened far beyond any calculated strain.

The tread is new, with a heavier, firmer design and is made of new stock of the liveliest, toughest rubber.

The carcass—the very backbone of the tire—has been made heavier, stronger, anchored immovably to the strongest bead in use on any tire.

And Now—

The New Sound Cord Tire—

With all the improvements proven in the fabric tire.

New tread, heavier and firmer in design and stock, tougher in body, super-strong bead—

It is the cream of achievement:

It is founded on the success of the fabric, its worth is tried and tested.

It is made HERE, and it merits your wholehearted support, because it is

SOUND ALL AROUND

# VICK BROTHERS

High and Trade Streets

# GATES TIRES

The Tire with the Wider and Thicker Tread

**Isn't This a Fact---**

When the rubber tread of your tire wears down to the fabric there is only a few hundred miles left.

Then doesn't this prove that the life of your tire depends first of all upon the protection of the rubber tread?

That's exactly the reason why the Gates Super-Tread Tire is made with a wider and thicker tread.

More miles and more satisfaction for you.

**Quackenbush Auto Supplies**  
Phone 66 294 No. Commercial St.

## WOMEN DRIVERS ARE INCREASING

They Handle the Wheel Just As Good as Men, Says Big Manufacturer

For husbands who hesitate to trust the family motor car to the mercedes of friend wife—

For the masculine division of the general automobilist public—

For all those who look askance when milady's at the wheel—

Here's a bit of information which upsets all the dope and throws a new light on an interesting situation.

A large manufacturer making one of the important parts of an automobile, through inquiry among its hundreds of service stations scattered over the country, develops the significant fact that the number of women driving motor cars as compared with men is increasing, and that the women are good drivers in the broader sense of the word.

This has reference not alone to what she does when at the wheel but also to her knowledge of the

# Rebuilt Used Cars

## At Greatly Reduced Prices

<b>FRANKLIN TOURING</b> Late model, rebuilt and repainted, has very good cord tires. A real buy for.....\$1550	<b>FORD TOURING</b> Has \$100 worth of extras, today's price only.....\$245
<b>COMMONWEALTH FOUR 40</b> Has wire wheels and cord tires, practically new for.....\$800	<b>BUICK LIGHT 4</b> Rebuilt, has very good tires for.....\$525
<b>OLDSMOBILE 8</b> Late model, a snap for.....\$1500	<b>WILLYS 6</b> Has 5 new cord tires, a real bargain for \$750
<b>DODGE TOURING</b> Late model 5 cord tires, a real bargain	<b>STUDEBAKER LIGHT SIX</b> at a very substantial reduction

The Marion Automobile company's reputation for rebuilding and refinishing the used cars it offers for sale, so that they may present the highest possible value for the lowest price, is only a detailed interpretation of its general reputation for fair dealing in every transaction. A used, rebuilt, refinished and guaranteed motor car purchased through this house can only produce one net result—entire satisfaction.

# MARION AUTOMOBILE CO.

Open Day and Night

235 South Commercial Street Phone 362