

AUTOMOBILES—TRUCKS—TRACTORS—

Motorcycles — Bicycles — Accessories

GOOD ROADS ERA NOW UNDER WAY

Vast Amounts Now Being
Expended to Make Roads
Practicable for Autos

NEW YORK, Dec. 31.—The officials and citizens of Oregon may not realize, perhaps, that through the sum of \$2,560,000 which they are reported as contemplating spending or as voting to spend in

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the near future for highway work they will share to no little extent in carrying out the greatest era of road building and street construction in history, and are helping their fellow Americans realize a laudable ambition to make American highways the finest in the world.

Carefully compiled statistics, based upon reports received during August, September, October and November, 1921, from 1291 states, counties, townships and municipalities show that the industrial depression that has existed during the past year has affected the road building program but slightly. With more than one billion dollars available, all told, and the new federal aid law now in effect, and making \$75,000,000 in new funds available in federal aid during the coming year, the country has never experienced such a road building boom as the spring of 1922 promises to inaugurate.

Reports show that during the past four months new streets and road projects were announced as contemplated but not yet voted.

to a grand total of \$242,994,623, of which the sum of \$211,180,700 is for roads and \$31,813,923 for streets. In addition, the American taxpayers, during August, September, October and November actually voted \$238,690,136 for new streets and roads and the public officials sold \$140,656,803 worth of road and street improvement bonds. For streets the sum of \$37,330,174 was voted, and \$25,791,681 in bonds were sold. For roads the sum voted was \$201,359,932, and the bonds sold were \$114,865,127. The reports showed new street improvements to be contemplated or actually under way in 559 cities and towns.

With vast sums such as these to be expended next year, over and above amounts previously authorized, it can be readily seen that the American people are in earnest about this matter of good roads and are taking to heart the fact that 85 per cent of our highways are yet to be surfaced and made practicable for modern motor traffic.

That our cities are making tremendous strides in street paving is indicated in reports from city engineers to the Asphalt Association, New York, which indicate that over thirty million square yards, equivalent to 7500 miles of asphaltic pavement 30 feet wide, were laid on city streets this year. Reports from state highway departments indicate that 23,000,000 square yards were laid on the state highways while the area laid in counties and other districts brought the total to 68,000,000 square yards, equivalent to 6000 miles of asphalt pavements 18 feet wide. This is more than sufficient to build one asphalt road 18 feet wide from Augusta, e., to San Francisco, and another from Augusta, Me., to New Orleans.

The great change which has come over the system of road and street building recently is the realization that the material of a road should not be capable of absorbing water, but water-proofed. Not only does rain percolate through and destroy a road, but when frost comes it heaves the pavement and foundation. Prolonged drought is also very harmful to plain macadam surfaces, which become dusty and ravel.

Impact is a new and destructive enemy of pavements. When a loaded motor truck weighing with its load 22,500 pounds, and moving at a rate of 15 miles an hour, encounters an abstacle on the highway sufficient to give

the rear wheel a drop of one inch, the effect upon the road is practically the same as though the total weight were multiplied by six. In a sense the truck becomes a projectile and batters the pavement by a succession of mighty impacts.

Two methods of resisting impact have been developed among highway engineers, one being to design a rigid structure which will withstand the impact as armor plate is expected to withstand the projectile. This method is an effort to match the strength of the destructive agent with an equal or superior strength on the part of the defensive agent. It calls for a constantly increasing thickness of slab and more reinforcement, just as more powerful guns and increasingly effective armor piercing projectiles call for thicker armor.

This method has found considerable favor in the eastern states, but out on the Pacific coast highway engineers have for the past quarter of a century been practicing another method of construction, to which they point as the infallible solution of the impact problem.

In California and Oregon the engineers do not attempt to stop the mighty impact of the motor truck in its tracks, so to speak, but they cushion the shock. They construct an elastic stone which clings close to the earth sub-grade beneath, and it absorbs the shock of impact by slightly yielding.

The western engineers argue that if you put shock absorbers in the vehicle why not put them in the road? They point to peepster tests, which have shown that an elastic or resilient slab made of asphalt and stone shows more than double the resistance to shattering by heavy blows than has been shown by a rigid slab of similar thickness and design.

At Visalia, Cal., is such a pavement composed of seven inches of stone and asphalt, laid in 1894, and in good condition today with no outlay for maintenance during 27 years.

More than 12,000,000 yards of the so-called "black base" type of pavement have been laid on the Pacific coast and over four-fifths of this large yardage is not over five inches in total thickness.

two or three times continue to discover conveniences they had not found before.

"Women have been particularly delighted with the closed models, many returning time and again bringing friends to view the cars.

"So, while, as we say, we have had more visitors this past four or five weeks than ever before, we are not surprised. The new series of the good Maxwell was bound to meet with popular favor."

Photocar for News Service Built on Dodge Chassis

To get the maximum of speed in taking photographs of news events and developing the nega-

tives, progressive photographers of Atlantic City, N. J., have constructed on a Dodge Brothers chassis a special body in the form of a giant graflex camera.

The interior of the body is ingeniously arranged so that a man can climb up a ladder-like arrangement bringing him to a

height of ten feet from the ground, and giving him a commanding view of any events which may be taking place. The body is also used as a dark room in which negatives may be developed in an unfinished, guaranteeing speedy service, which would otherwise be impossible.

The "graflex wagon," of photo-car, as it is variously called, is the very latest thing in rapid news paper photography. It is significant that for the speed and reliability—which are so vital in this game—Dodge Brothers chassis was chosen to furnish the power

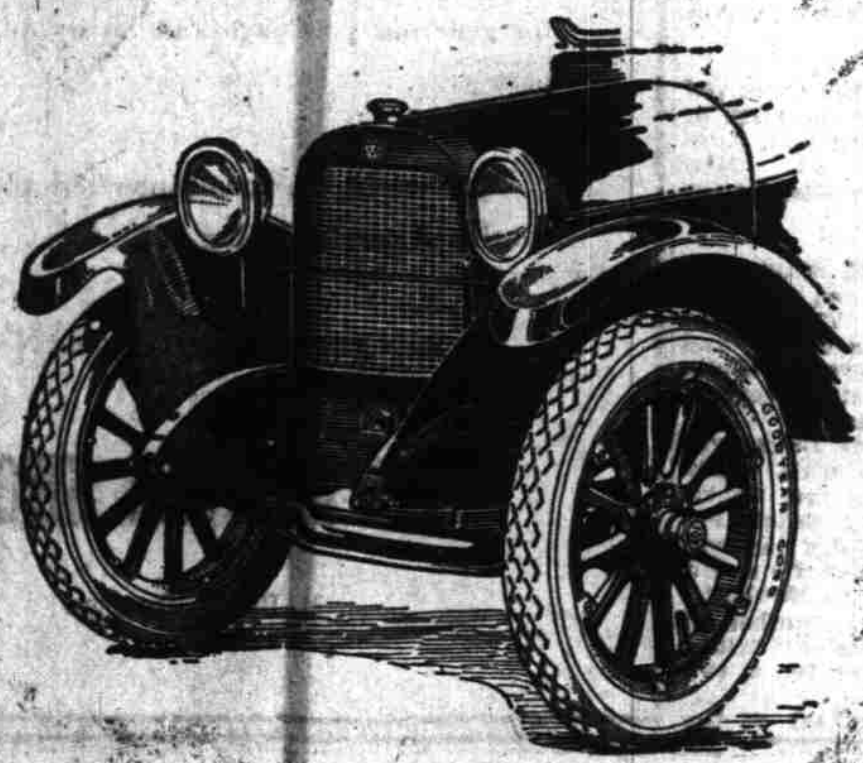
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GRAHAM BROTHERS MOTOR TRUCK WITH DODGE BROTHERS POWER PLANT

The fact that Dodge Brothers do not hesitate to associate their name with this truck means that it has fully measured up to the most exacting requirements.

A large variety of body types
for 1 ton and 1 1/2 ton loads

BONESTEELE MOTOR CO.
Commercial and Ferry Streets, Salem, Oregon

LOCAL MEN ATTEND BIG OVERLAND MEET

George and Alfred Vick, Local Overland Dealers, Attend Portland Meet

George Vick and Alfred Vick, of Vick Brothers, local Overland dealers, recently attended an Overland dealers' sales rally and luncheon in Portland given by the Willys-Overland Pacific company. The meeting was called by Harry C. Hayes, manager, and the prominent men present from the Overland company were Frank C. Riggs, vice president and general manager of the Willys-Overland Pacific company; E. N. Culver, assistant general sales manager of the Willys-Overland company of Toledo, Ohio, and Tom Jones, a prominent sales and advertising authority.

Business was reported good with the Overland company, in fact September was the best September in four years, and October was the best October in dollars and cents in the 14 years that the Overland company has been in business.

Vick Brothers have placed a good many Overland cars during the few weeks that they have had the Overland agency. The sedans and coupes at this season of the year are selling especially good.

New Maxwell Continues To Attract Says Gingrich

"The new series of the good Maxwell continues to attract more visitors to our show rooms than we ever had before in the history of our business," says O. B. Gingrich, local Maxwell-Chalmers distributor.

"And why shouldn't it? It is the first series of 'big-little' cars ever put on the market—something for which the public has been watching these past few years.

"The motor, tried and proven throughout the country since last year, has an improved transmission and strengthened rear axle.

"Longer springs, a wider and stronger frame, larger, lower bodies, a larger radiator and a slightly longer hood, combine to give the Good Maxwell the same appearance and riding qualities that characterize the much larger type of cars.

"So many little details of refinement have been added that people who have seen the cars

MIKE'S Auto Wrecking House

ANNOUNCING to the people of Salem and all auto owners in this vicinity that we will conduct an auto-wrecking establishment at 377 Court Street that will handle anything and everything in automobile parts. We are in the field to both buy and sell all makes of automobiles.

MIKE'S AUTO WRECKING HOUSE

The House of Half a Million Parts

377 Court Street

Phone 464

JUST "Tires"

That's all we pretend to do—but we try to know everything about tires and to fix tire ills like skilled specialists.

Your tire trouble will receive our prompt, courteous and efficient attention.

HOFFMAN & ZOZEL
Katty Korner
Marion Hotel

PAIGE

Announces Another Price Reduction

Effective at once Paige cars will be sold at greatly reduced prices

6-66 Models		
Lakewood 7 passenger Touring, now	\$2550	Reduced \$680
Larchmont 4 passenger Sport, now	\$2600	Reduced \$730
Daytona Roadster, now	\$3000	Reduced \$700
Sedan 7 passenger, now	\$3600	Reduced \$650
Coupe 5 passenger, now	\$3500	Reduced \$675

6-44 Models		
Glenbrook 5 passenger Touring, now	\$1750	Reduced \$190
Addmore 4 passenger Sport, now	\$1875	Reduced \$365
Lenox Roadster, now	\$1750	Reduced \$190
Sedan, now	\$2575	Reduced \$400
Coupe, now	\$2325	Reduced \$475

All above prices f. o. b. Salem

You have been waiting for prices to reach the bottom. Surely the Paige is now reasonably priced and you need not delay longer in the purchase of one of the above models.

Vick Brothers
High Street at Trade

Overland - Oakland - Paige